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THE
HISTORY
OF
KANSAS CITY,

TOGETHER WITH

A SKETCH OF THE COMMERCIAL RESOURCES OF THE
COUNTRY WITH WHICH IT IS
SURROUNDED.

BY W. H. MILLER
SECRETARY OF THE BOARD OF TRADE.

ILLUSTRATED.

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PREFACE.

With much diffidence on the part of the writer the following pages are submitted to the public. They are the result of much patient research, yet none can be better aware of the imperfections in details than the writer. It has been rather the aim to trace the causes that have led to the almost phenomenal growth of Kansas City, than to follow the details of that growth; yet sufficient attention has been given to the leading events in the history of Kansas City, it is hoped, to convey an idea of them, as well as to the causes that led to them and to the development here of the city that at this time exists.

The writer believes that the causes leading to the development of the city in any one epoch of her history were but the development of causes in a preceeding epoch, and that the causes of future development exist at this time, which are as much the outgrowth of past causes as the present large city is the outgrowth of past events. Some effort has been made to bring to view these causes both past and present, it is hoped not without some success.

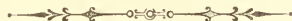
As it is, it is respectfully submitted to public criticism, with the hope that its accounts and conceptions of things may coincide with the recollections of those of our citizens who were witnesses of many of the events it recounts, yet with the fear that they will find much that for accuracy's sake they could wish altered.

THE AUTHOR.

KANSAS CITY, June, 1881.



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HISTORY OF KANSAS CITY.

CHAPTER I.

INTRODUCTORY.

How Ancient Cities were Founded and Built—The Considerations Determining their Location—How Modern Cities are Built, and the Considerations Determining their Location—American Cities, how Located and how Built—Western Cities—The Importance of Transportation Facilities—The People who Determined their Location, and why—"Motion Follows the Line of Least Resistance."

The first efforts of mankind to build cities antedates history, hence nothing very definite concerning the circumstances and methods is or can be known ; but in the earlier ages of the historic era, when the race was divided into comparatively small and warring factions, and afterward, when these factions grew to be powerful but not less warlike nations, cities were located by kings and conquerors and built by the people under their immediate supervision and direction. In those warlike ages a site of a city was determined mainly by the advantages of defense of the spot of ground selected, though the contiguity of fertile and pastoral country seems not to have been entirely ignored ; hence cities built in those ages were at once the capital and fortress of the king, while immediately surrounding it was a country susceptible of supporting his subjects. No regard seems to have been had, however, to facilities for transportation, not even so much as would facilitate military operations, while trade, which consisted chiefly of exchange between the people of the town and the adjacent domain, was entirely ignored. Exchanges between people of different dominions existed only as pillage.

In earlier periods, however, the conquering of one people by another, the combination of different cities under the same dominion and the necessities of military operations, seem to have caused more attention to be given to transportation facilities in the location of cities. This was after the adoption of methods for utilizing the larger streams and the inland seas, and the erection of cities after that time seems to have been determined by the three principles of defensibility, contiguity of productive country, and facilities for water transportation, and hence were usually located on large rivers or arms of the sea. At least it was cities so located that in this period were most prosperous and became most famous.

These features continued to be the ruling factors in determining the location

of cities until after the American Revolution. The cities of the United States built before that time were founded, not directly by royal hands, but by those holding royal patents for that purpose, and the same features seem to have been observed by them, as were regarded by kings and conquerors for many previous ages in the Old World.

BUILDING CITIES IN AMERICA.

Since the Revolution, however, cities have ceased to be founded in the United States by authority; the people have done it themselves, without supervision or interference from government. The sites have been selected by individuals or companies; the grounds staked off, and the lots offered for sale. This done, the balance rested with the people, and though the number of cities founded in this country west of the Alleghany Mountains is almost infinite, each of which was expected by its founders rapidly to become a great emporium, the people have built but few. The popular choice among the many rivals that have presented themselves in every section has been determined by principles as well as ascertained as those of old, and as easy of definition.

CONSIDERATION OF TRANSPORTATION FACILITIES.

Defensibility has ceased to be a consideration, for in the interior of the United States we have had no foe that made it necessary. Contiguity to fertile country can scarcely be said to have exerted an influence, for this country is all fertile. Facilities for transportation, however, have exerted a very great and controlling influence. Having never been a warlike people, and having a country of wonderful and varied productiveness, the Americans are, of necessity, a producing and trading people. The chief consideration to such a people is transportation, and the city or the proposed city, possessing this feature in the highest degree, be it wagon roads, watercourses with keel or steamboats, or railroads, will be most prosperous; and the one that by such means, each in its age, has accommodated the country farthest into the interior has commanded the widest extent of trade. The history of interior cities is but a history of the development of transportation in its different forms. Where we find that a place now almost obsolete was once more promising than its rivals, we will likely find that it had the best transportation of the kind then employed, but that in some subsequent phase some rival took the advantage and the lead. Indeed there are but few, besides our own city, that from the first have held the advantage over all rivals in all phases of transportational development, or that stand to-day more pre-eminent in this regard.

BY WHOM WESTERN CITIES WERE LOCATED.

The importance of facilities for transportation in determining the location and prosperity of cities cannot be better indicated than by a brief reference to the character, vocation and habits of the class of men who determined the locations of all our important western cities, though they did not actually build any of them. We refer to the pioneer traders, trappers and hunters who preceded the march of civilization from the Atlantic coast—a class now rapidly disappearing into tradition and history, because the wilderness, and the wild animals they loved to chase are gone, and the red men, their companions, associates and foes are rapidly going. Daniel Boone was the type of the American element in this class, and also of the hunters who constituted a part of it; but the most of them appear to have been of French origin or descent. They were divided into three distinct classes—hunters and trappers, traders and *voyageurs*. This latter class were always in the employ of the traders, and it was their business to propel the water craft which the traders employed in transportation. The hunters and trappers were sometimes independent and sometimes in the employ of the traders. They penetrated far into the wilds and explored the unknown regions. They were the

true pioneers. The furs and skins procured by them were sold to the traders, or procured for them. The traders, originally independent but subsequently under the direction of the great fur companies, established posts far into the interior of the wilderness, to which they transported articles suitable for traffic with the Indians, and such supplies as hunters and trappers wanted, and at which they purchased robes, skins and furs, which they transported back to the borders of civilization. Irving's "Astoria" and "Booneville" give an excellent history of this trade, which, about the beginning of the present century, was immense, and extended all over the uninhabited parts of North America. The men engaged in it were a brave, adventurous class, for whom the wilderness and association with wild animals and wild men possessed more charms than civilization. With a few articles of traffic, a gun and perhaps a few tools for constructing traps, they pushed their way hundreds and even thousands of miles into the untrodden wilderness, not knowing what moment they might fall in with some unknown ferocious animal, or some band of hostile savages. They put their canoes and rafts into streams and followed their course, not knowing to what falls or dangers they might lead. Their lives were a perpetual vigil, and they may be said to have lived with their finger on the trigger. In the beginning they confined their excursions to a limited territory where the valuable fur animals were to be found. Here they spent their winters in solitude, and in the spring went with the proceeds of their trapping to a trading post where they were disposed of and new supplies purchased, when they were off again into the solitude for another year. Subsequently they became the employees or agents of the fur companies, by whom expeditions of great magnitude and extended exploration were undertaken.

The traders were mostly French, and as they employed trappers as well as traded with them and the Indians, and as the fur animals were chiefly found along streams, their posts were usually located on them or near their confluence. The latter were deemed the most desirable locations, as they gave access to larger districts of country by keel boats and pirogues, and hence more easily commanded a larger trade. Their only means of transportation was packing on their own backs, or on the backs of horses, and light water craft which could be propelled in the rivers with pikes. The manifest great superiority of the latter method for conducting an extensive trade is sufficient explanation of their preference for the confluence of streams, as the latter gave them access to more than one valley and thus increased possibilities for trade. This explains, also, why the vicinity of Kansas City became so attractive to them when they came to know of it, as the sequel will show that it was; for, from here they had direct access to St. Louis, their headquarters at the time they came here, and had also good command of the upper Missouri, Kansas and Platte River valleys, while it was but a short distance across the prairie country to the valleys of the Osage, Neosho, and Arkansas.

The American and British Governments have always maintained military posts on the frontier, for the protection of advancing settlement, yet they have never led, but always followed these men; and military men in scientifically determining the strategic advantages of locations for posts have always found the judgment of these pioneers unerring as to the points that held best command of the adjacent country, and have located their posts in the vicinity of the traders and where substantially the same advantages were secured.

The principle underlying these facts—underlying the law of transportation itself—is the long since observed universal physical law that "motion follows the line of least resistance." The movements of communities, classes and individuals whether in commercial, industrial, military, or social efforts, no less than of physical bodies, obey this universal law. All effort employs the methods, and follows the lines that most facilitate the attainment of its object, which is but another form of expression of the law that "motion follows the line of least resistance."

CHAPTER II.

EARLY EXPEDITIONS AND SETTLEMENTS.

The Fur Companies—The First Settlement at Kansas City—How and Why it was Made—In the Wilderness—The Entry of the Land—The French Settlement, and Life Among the French Settlers—The Advantages of the Place Recognized by Others—An Anecdote of Washington Irving.

The French element of the class of pioneers above referred to, settled Canada and the northwestern part of the United States, as well as the country about the mouth of the Mississippi River. They came into the upper Mississippi and Missouri Valleys in 1764, under the lead of Pierre Laclède Liguist (always called Laclède), who held a charter from the French Government, giving him the exclusive right to trade with the Indians in all the country as far north as St. Peters River. Laclède brought part of his colony from France, and received large accessions to it in New Orleans, mainly of hunters and trappers, who had had experience with the Indians. In the year 1764, this colony established itself on the west bank of the Mississippi River, and founded the present city of St. Louis. From this point they immediately began their trading and trapping incursions into the then unbroken wilderness in their front. Their method of proceeding seems to have been to penetrate into the interior and establish small local posts for trading with the Indians, and from whence the trappers and hunters were outfitted and sent out into the adjacent woods. These local posts were many of them independent, but usually they were under the general management of parties in St. Louis. In this way, the country west and northwest of St. Louis was traversed and explored by these people at a very early day as far west as the Rocky Mountains, but of the extent of their operations little has been recorded; hence, little is known concerning the posts established by them. It is known, however, that such posts were established at a very early day, on the Chariton and Grand Rivers, in Missouri, and at *Cote Sans Dessein*, in Callaway county.

In the year 1799 a post was established in the Blacksnake Hills, near St. Joseph, and in 1800 one was established at Randolph Bluffs, opposite and three miles below Kansas City. The Indian and fur trade constituted the commerce of St. Louis for half a century, and when the Territory of Louisiana was ceded by France to the United States, in 1803, the population of St. Louis was all of this class of people, and the Indian and fur trade its principal interest.

Prominent among the men who were engaged in an extensive way in this trade, were Auguste and Pierre Chouteau, of St. Louis, who came from France with Laclède. Auguste had charge of the workmen who began the clearing of the forest for the city of St. Louis in 1764. Both at once engaged in the fur and Indian trade. Pierre was interested in the posts on Grand and Chariton Rivers, and it is supposed was the proprietor of the post at Randolph Bluffs, which appears to have been under the immediate charge of Louis Bartholet, afterward known in the settlement at the mouth of the Kaw as "Grand Louis," in counter-distinction to his son, who was known as "Petite Louis." Both these Chouteaus were afterward connected with the Missouri Fur Company, and the sons of Pierre, and Francois, with the American Company.

Probably the first white man who came into the territory of Jackson county was Col. Daniel Morgan Boone, a son of old Daniel Boone. He came to St. Louis in 1787, where he was warmly received by the trappers and traders. In a memoir of him written by the late Dr. Johnson Lykins, of this city, it is stated

that he spent twelve winters trapping beavers on the Blue, spending his summers in St. Louis. He was married in the year 1800, when he abandoned trapping. After the settlement of the county he returned and located on a farm near Westport, where he remained until his death from Asiatic cholera in 1832.

THE FUR COMPANIES.

The increase of the volume of any business and of the amount of capital employed in it, naturally leads to more extended operations and more systematic methods. It gives rise also to a tendency to concentrate into fewer hands. This was true of the fur and Indian trade as well as of all others. In 1787 this universal tendency of business to concentrate led to an abandonment, to a large extent, in Canada, of the simple individual methods above described, and the organization of the Northwest Fur Company at Montreal. John Jacob Astor, of New York, having been for some time interested in the fur trade with others began business for himself in 1807, and in 1809 organized the American Fur Company. The year before this event, that is 1808, twelve persons, among whom were Pierre and Auguste Chouteau, residing at St. Louis, gave systematic shape to the trade of the Missouri valley by the organization of the Missouri Fur Company, of which, Manuel Lisa, a Spaniard, was the leader. Sometime previous to this the Mackinaw Company was organized in the northwest in the region of the lakes. About 1809 or 1810 the Missouri, American and Northwestern companies began to push their expeditions across the Rocky Mountains about the head-waters of the Missouri and Columbia rivers, with a view of establishing a chain of posts across the continent, and they thus became strong rivals. They made one expedition each and effected the desired lodgment, but, owing to the unfortunate killing of a Blackfoot chief, there arose a hostility on the part of those Indians which drove out the American and Missouri companies.

At this time there was another more northern company operating in the northwest, known as the Hudson Bay Company. In 1810 Mr. Astor organized the Pacific Fur Company and undertook the Astoria enterprise, of which Washington Irving has written such an excellent history. In 1811 the Mackinaw company was bought out by the American and Northwestern companies, jointly, and its territory and effects divided between them. This year the American company sent a second expedition up the Missouri River under charge of Wilson P. Hunt, who was closely followed and strongly opposed by a second expedition of the Missouri company, under Manuel Lisa.

During the war of 1812, the Astoria enterprise failed, and it was some years before the American company again attempted extended operations in the far northwest. In 1813 the Missouri Fur Company was merged into the American, and in 1819 a branch house of the latter was established at St. Louis, under the general direction of Samuel Abbott. The Chouteaus and others who had been connected with the old Missouri company then became connected with it. Pierre Chouteau, eldest son of Pierre Chouteau, who came from France, was quite prominent in its operations, and his brother, Francois Chouteau, was also connected with it. This company having inherited the posts and trade of the Missouri company, occupied the territory included in Missouri, Kansas and Nebraska, and extended also into Arkansas and the Indian Territory, although there were still a number of independent traders in this territory. After the absorption of the Missouri company, the American company began to make great efforts to monopolize the trade of the southwest by rooting out the independent traders. In pursuance of this, Francois Chouteau was sent into the country to establish posts and to bring the local traders into subordination to the company. At what time he first entered upon this work is unknown, but he was thus engaged for several years. Among the posts thus established by him, was one on the Kaw River about twenty miles from its mouth, known as the "Four Houses," from the fact

that it consisted of four log houses so arranged as to inclose a square court equal in size to the width of one of the houses. In other words a square was marked off and the houses built so that one end of each should be on one line of the square, the corners touching. This form of construction presented in each direction a defensible front equal to the length of two houses and the width of another.

FIRST SETTLEMENT AT KANSAS CITY.

In the spring of 1821 M. Chouteau was sent back to this country to establish a general agency for the posts he had established or connected with the company, from which supplies could be sent to the posts, and at which the proceeds of the trade could be collected. The extent of this trade was such as to demand an establishment of this kind nearer than St. Louis. The knowledge of the country he had already acquired enabled him to judge of the merits of different points for such agency, having in view always the advantage offered by each for extended operations by the methods of transportation then employed. At the Kawsmouth he had access by water to the entire valleys of the Kaw, Missouri, Platte and smaller tributaries, while it afforded the shortest land transit to the Indians of the plains and to the valleys of the Osage, Neosho and Arkansas. Hence, with that unerring judgment for which his class was peculiar, he selected this point and established himself in the bottom opposite Randolph Bluffs, about three miles below what is now Kansas City. This was the first recognition of the natural advantages of this angle of the river for a large distributive trade, and the actual founding of the interest which has since expanded into the varied and wide extended activities of this city. He brought with him at this time about thirty men, all of whom were employed in the service of the company as *courriers des bois* or *voyageurs*, and through them he concentrated at his general agency here the trade of the trans-Missouri country. His post at this point was in a sense a trading post for the Indians near by, but its distinctive feature was as a depot of supply and as a point of concentration for traders, trappers, hunters, and the interior posts. In the fall of the same year he brought his family to this post in a keel boat, which was towed all the way from St. Louis. The men who came with M. Chouteau, in 1821, were, with few exceptions, dispatched into the interior, where they established trading posts or traveled and traded among the Indians.

At a later date, 1825, M. Chouteau's younger brother, Cyprian, joined him here and soon afterward built a trading house on the south side of the Kaw River about opposite the present site of Muncie. A few years later he was joined here by another brother, Frederick, now living at Westport, in this county, and afterward they removed their post about eighty miles up the Kaw River.

In 1826 there was a flood in the rivers which washed away M. Chouteau's houses opposite Randolph Bluffs and caused great loss. A part of the stock was taken to Randolph Bluffs; he sent his family to the Four Houses, and soon afterward rebuilt his house, but this time higher up and on higher ground, which is now embraced in what is known as Guinott's Addition to Kansas City. This place became well known as "Chouteau's Warehouse," and was the landing place for large amounts of freight for Indian trade, and for the trade with northern Mexico, which subsequently sprung up here.

M. Chouteau subsequently entered the land on which his house stood, thus becoming a permanent resident. He continued here until he died in 1840, and his aged wife and his son, Pierre M. Chouteau, still reside in this city.

Soon after the flood above referred to, the men who came with Mr. Chouteau in 1821, and others of the same class, who had been living among the Indians and in the mountains, began to gather here with their families, to settle, and thus established that wonderful French settlement, which, for a quarter of a century, existed here. This settlement was never very large, probably never exceeded a

few dozen families, but it was always important as the headquarters of a very extensive trade.

Of the location made by the people little is known, but Louis Bartholet (Grand Louis) settled on the bottom north of the junction of Fifth and Bluff streets and at a point now near the middle of the Missouri River. Calise Montardeau settled at the foot of Delaware street, and opened a farm of a few acres on the hill, the center of which was about the present crossing of Fourth and Delaware streets. Louis Uneau settled at about the foot of Main street, and Louis Roy, whose son afterward established the first ferry across the river at this point, settled on the low lands a little below the foot of Grand avenue. Besides these there were a number of others who were known in the Kawsmouth settlement after Americans began to come into the adjacent country, but whether they came with M. Chouteau, or afterward, is not known. Among these were Gabriel Prudhomme, Gabriel and Louis Phillibert, Clement Lessert, Benedict Raux, Pierre La Siberte, Louis Tromley, Benj. Lagotrie, John Gray, Maj. Dripps, Louis Tourjon, Louis Ferrier, M. Vertefeuylle, M. Cabori and John Le Sarge.

IN THE WILDERNESS.

At the time this general agency was established it was practically in the heart of the western wilderness. Ohio, Indiana, Michigan and Illinois were but sparsely settled, and still contained all the indigenous Indian tribes. The admission of Missouri into the Union was pending, and was not consummated until afterward. At the time of its admission the State had a population of but 66,586, mostly along the Mississippi. The population of St. Louis was but 5,500. The Indian title to the country south of the Missouri River had been extinguished soon after the establishment of Fort Osage in 1808, except twenty-four miles along the western border. The Indian title to the country north of the river and west of a line running due north from the mouth of the Osage River, had been extinguished in 1815, and settlements had been made in Saline county in 1810, in Cooper in 1812, in Lafayette in 1815, in Carroll and Ray in 1816, and in Jackson, east of Fort Osage, in 1819. But these were the merest outposts—the country was substantially in the hands of the Indians, except a small part along the eastern border. All the country north of the Missouri, including part of Iowa, was still the hunting grounds of the Sac, Fox and Iowa Indians, and was occasionally traversed by Kickapoos. The first three of these tribes occasionally crossed south of the river, and at this time had a village south of Fort Osage. The country on the south side was still subject to the incursions of the Osages and Kaws, who occupied the twenty-four mile strip in Missouri above referred to, and all the country south and west from the Platte River on the west to the Arkansas River in the south. Through this country, south and west, the posts had been established, which the general agency here was to supply.

The Fort Osage above referred to was established in 1808 by Captain Clemson, under the name of Fort Clark, which name was afterward changed to Fort Osage. It was before the Indian title to southern Missouri was extinguished, on a tract six miles square ceded by the Indians for that purpose. Soon after its establishment the treaty by which the Indian title to southern Missouri was extinguished, was negotiated there by Pierre Chouteau, the elder, of St. Louis. In 1810 a man named Audrain had settled about a mile and a half below the Fort, but he was probably connected in some way with the Fort, as there was no other settlements in Jackson county until 1819, when there were some settlements made east of the Indian line. There was no settlement of any consequence in the county until after the extinguishment of the Indian title to the twenty-five mile strip in 1825, and Jackson county was not organized until 1827, and the early settlers had to go to Cyprian Chouteau's trading house, on the Kaw River, as the nearest place to trade. The first white man, other than the French traders who

became connected with the Kawsmouth settlement, were the *attaches* of the Kaw Indian agency, established here in 1825, but these, too, were, with one exception, Frenchmen. They consisted of Baronette Vasques, sub-agent, Daniel Morgan Boone, a son of the celebrated Daniel Boone, farmer, Clement Lessert, interpreter, and Gabriel Phillebert, blacksmith. They established themselves near the foot of Gillis street, remained there until 1827, when they were removed to the Kaw agency, on the Kaw river, about eight miles above the present town of Lawrence.

The first white man other than these and the French traders to locate on ground now embraced within the corporate limits of Kansas City was James H. McGee, who settled here in 1828 and whose family was so prominently identified with the early development of Kansas City. Several of his sons still reside in this city and vicinity. But there was not enough infusion of Americans into this French settlement to materially affect its character for a number of years afterward, but it continued as it had begun, the center of an extensive fur and Indian trade. The first ferry across the Missouri river in the vicinity of Kansas City was established at Randolph Bluffs by a Mr. Younger, grandfather of the "Young boys" who in connection with the "James boys" have been so notorious in the west. At what time this ferry was established is not known, but it was in operation in 1828. The only means of crossing the river at Kansas City at that time consisted of canoes. Two of these lashed together were used from the time of the first settlement of Americans in this vicinity, to cross over with their grists to a horse mill on the other side of the river, and it continued of about this character until 1836.

The first road from this settlement into the interior appears to have led from Chouteau's warehouse up the hill in the vicinity of where Forest avenue now is, running southward nearly to Twelfth street and then southwest to about the intersection of Broadway and Seventeenth street when it descended the hill and bore south to a point where Westport is and thence west into the prairie. When this road was first used is unknown, but it was probably developed from a foot or horse trail soon after the first settlement opposite Randolph Bluffs. When roads came to be made from Independence westward through Westport and thence into the Indian country, they were connected with this road at Westport. In 1829 and 1830 this was the outlet from the settlement and the ground upon which Kansas City is now located, was a dense forest overgrown upon rugged hills and deep ravines save where the Frenchmen had built their cabins and made small clearings.

ENTRY OF LAND AT KANSAS.

In 1828 a land office was opened at Franklin, and the lands in Jackson were brought into market. The ground upon which Kansas City stands was located as follows:

Southeast quarter Sec. 5, Tp. 49, James H. McGee, November 14, 1828, 160 acres.

East half northeast quarter Sec. 7, Tp. 49, James H. McGee, November 14, 1828, 80 acres.

West half northwest quarter Sec. 8, Tp. 49, James H. McGee, November 14, 1828, 80 acres.

East half southwest quarter Sec. 5, Tp. 49, James H. McGee, March 3, 1829, 80 acres.

Northwest fractional quarter Sec., Tp. 49, Joseph Phillibert, June 18, 1831, 154.90 acres.

Southeast fractional quarter Sec. 31, Tp. 50, Louis Bartholet, August 12, 1831, 49.6 acres.

South fractional half Sec. 32, Tp. 50, Gabriel Prudhomme, ———, 1831, 271.77 acres.

West half northwest fractional quarter Sec. 5, Tp. 49, Francis Chouteau, December 5, 1831.

East half northwest fractional quarter Sec. 6, Tp. 49, Gabriel Phillibert, December 14, 1831, 170.41 acres.

Lot 1, southwest fractional quarter Sec. 6, Tp. 49, Joseph Phillibert, December 10, 1832.

Lot 2, southwest fractional quarter Sec. 6, Tp. 49, Francis Chouteau, 160.66 acres.

East half southeast quarter Sec. 6, Tp. 49, Clement Lessert, December 10, 1831, 80 acres.

East half northwest quarter Sec. 8, Tp. 48, James H. McGee, December 10, 1831, 80 acres.

Northwest fractional quarter Sec. 33, Tp. 50, Louis Roy, April 9, 1832, 53.25 acres.

Lot 1, northeast fractional quarter Sec. 5, Tp. 49, O. Caldwell and H. Chiles, June 2, 1852.

Lot 2, northeast fractional quarter Sec. 5, Tp. 49, W. B. Evans, June 2, 1832, 164.62 acres.

West half lot 1, northwest fractional quarter Sec. 5, Tp. 49, W. B. Evans, September 22, 1832.

West half lot 2, northwest fractional quarter, Sec. 5, Tp. 49, Calise Montordeau, October 31, 1832.

East half lots 1 and 2, northwest fractional quarter Sec. 5, Tp. 49, O. Caldwell and H. Chiles, November 8, 1834, 166.43 acres.

East half lots 1 and 2, fractional quarter Sec. 6, Tp. 49, Pierre La Libertie, October 22, 1832.

West half lots 1 and 2, fractional quarter Sec. 6, Tp. 49, Benedict Raux, April 10, 1834, 166.46 acres.

West half southeast quarter Sec. 6, Tp. 49, Wm. Gillis, December 10, 1832, 80 acres.

Southwest quarter of southwest quarter Sec. 5, Tp. 49, James H. McGee, May 2, 1833, 40 acres.

West half of northeast quarter Sec. 7., Tp. 49, Joseph Jarboe, November 3, 1834, 80 acres.

Southeast quarter Sec. 8, Tp. 49, O. Caldwell and H. Chiles, November 8, 1834, 160 acres.

Northwest quarter of southwest quarter Sec. 5, Tp. 49, Wm. Bowers, December 17, 1835, 40 acres.

Southwest quarter Sec. 33, Tp. 50, Francois Chouteau, August 15, 1836, 160 acres.

The General Government gave the State of Missouri an endowment of land for a State University, part of which was located within the present borders of Kansas City. This land was sold in 1832, and the following named tracts in Kansas City were purchased as follows:

East half lot 2, northwest fractional quarter Sec. 4, Tp. 49, James Johnson, 40 acres.

East half lot 2, northwest fractional quarter Sec. 4, Tp. 49, Daniel King; west half lots 1 and 2, northwest fractional quarter Sec. 4, Tp. 49, Daniel King, 162.76 acres.

Southwest quarter Sec. 4, Tp. 49, James Johnson, 160 acres.

East half northwest quarter Sec. 9, Tp. 49, Adeliza and Constantia Fowler, 80 acres



KANSAS CITY COURT HOUSE.

Northwest quarter of southwest quarter Sec. 9, Tp. 49, Joseph Boggs, Sr., 40 acres.

Southwest quarter of northwest quarter Sec. 9, Tp. 49, L. W. Boggs, 40 acres.

These land entries indicate that at the time they were made there were few in the Kawsmouth settlement except the French. And so it continued without change from the situation already stated until 1838; in fact, until 1846, though great changes were wrought in other parts of the county by settlement, and though Independence had become the headquarters of the overland trade with northern Mexico, and both it and Westport had grown to be considerable and thriving towns. During all these years the Indian trade was the leading interest, and during the larger part of the time the only interest. The French were the dominant element, and conducted the trade after their peculiar methods, and gave tone and character to social intercourse.

LIFE AMONG THE FRENCH.

Of life among the French and in fact in western Missouri at this time, the late Rev. Father Donnelly gave an interesting account a few years ago in a paper contributed to the *Journal*. Father Donnelly came to Kansas City in 1845, and his mission then embraced eight or ten counties extending as far east as Boonville. For twenty years he traveled on horseback over this extent of country, stopping often at farm houses. This afforded him an excellent opportunity to observe the conditions of life and the situation, customs, habits, manners and characters of the people. He noticed that the people were substantially clothed, and that they generally manufactured their clothes at home. There was a spinning wheel and loom in almost every house, and the young women of the family all spun and wove, and the piles of blankets, quilts and clothing attested the skill and taste and industry of the farmer's daughters. He also observed that when occasion demanded it, they could dress richly and elegantly, and always with studied propriety and unaffected modesty. The people were healthy, hardy, industrious and well developed, and he found them not lacking in social culture and refinement, notwithstanding their home-spun, and always and everywhere he found them courageous, courteous and hospitable. Of the French settlers at the Kawsmouth, he says:

"They were a very sociable people—they had their innocent balls and dances, especially in winter. They got up their social assemblies on a novel but simple plan of their own. A select committee waited upon some settler and informed him that a dancing party would visit his place on a certain evening. The party waited upon was reminded that his friends expected that he would have the indispensable *pot de Bouillon* prepared for his guests; but what was this *pot de Bouillon*? It was a rich, palatable soup, cooked in a large pot, composed of chickens, wild fowl, venison, and sometimes slices of buffalo meat, to all of which were added a few handfuls of corn meal, with seasoning of small pepper, etc. The soup was quaffed from gourds, cups, dishes, etc.

"Messrs. Joe and Peter Revard were the parish fiddlers—two respectable brothers. All went to the ball—men and women, young and old, and all danced. It seems to me that some of your readers would like to ask 'did the beaux escort the belles to the ball-room, as they do in our polished times?' Not a bit of it. 'How then?' Why, the belles went, and returned too, by the side of their own affectionate mothers. Not only that, but the daughters took their seats in the ball-room itself beside their mothers, and at the end of every dance the beau restored his partner to the same secure place. This, too, is the proper etiquette among the old French themselves in 'La Belle France.' A most respectable gentleman, Mr. Northrup, informed me that he attended these parties, that he never witnessed anywhere such real politeness, such guarded deportment, and such genuine, amiable, refined enjoyment, as he witnessed among the old French half-

breeds of Westport Landing, at their winter balls and reunions. The strictest decorum, decency and politeness always prevailed.

"There was no liquor drank, no boisterous talk, no unbecoming word or act seen among them. All were happy; all danced; all partook of the *Bouillon*. There were no quarrels, no contentions and no scandals among them, nor thefts, nor wrongs, nor impudicity, no adulteries, nor injustice, nor slanders, nor deceit.

"They took one another's word in buying and selling and they never broke it—they kept their word because there was honor among them of the christian sort."

They were all Catholics, and of course, brought their religion with them when they came to the Kaw's mouth. Father Reau was the first priest, but it is not known at what time he came. Their first church was a log structure in the vicinity of Penn and Eleventh streets, where the first parsonage, a long since abandoned and dilapidated log hut stood, until recently.

This condition of society was largely adopted by others as they came in, and was substantially maintained until the Rebellion broke out. In the winter time when boats could not run, the Santa Fe trade stopped, and there was no business of any consequence to do. The Santa Fe traders were all in and the trappers and travelers on the plains and in the mountains came to "the camp" to spend the winter. There was nothing to do but enjoy life, and dance and festival succeeded each other so rapidly as to occupy the time until spring brought the boats, started the trains, and business broke in upon the revels of pleasure.

The trade of this period was peculiar. It was chiefly an exchange of commodities. The Indian brought his ponies and pelts, and the fruits of the chase; the trapper brought his furs, and both were exchanged, not for money, for neither Indian or trapper had use for that, but for supplies—blankets, trinkets, groceries, flour, salt and whisky—everything received here was brought by the boats, even flour, bacon and corn, which the country now produces so abundantly, were brought from eastern Missouri and Illinois, and merchants had to lay in a stock in the fall to last the community, and the trade, until the boats brought more in the spring.

RECOGNITION BY OTHER PARTIES.

At an early date, which it is now impossible to fix, the Rocky Mountain Fur Company began to debark at the Kawsmouth settlement. It is probable that the members and agents of that company were attracted hither by the same natural advantages for their trade that had previously brought the American company. It was doing the same kind of business and operating in the same field. This company was brought into existence in 1822, by Gen. Ashley, of Missouri. Its forces made their first expedition up the river in keel boats and across the mountains in 1824. In 1830 it took the name of the Rocky Mountain Fur Company, with William L. and Milton Sublett and Robert Campbell, of St. Louis at its head. These men afterward became property owners in Kansas City and were identified with its early history as a town.

Washington Irving, in Astoria, gives an excellent account of some of their early expeditions, and bestows a fitting tribute upon their courage and enterprise. Several of their expeditions were debarked at Chouteau's warehouse, and followed the road above described, thence westward until about the present town of Topeka, they crossed the Kaw River and followed up the Blues, thence to the Platte and into the mountains above and north of Cheyenne. There were some very important firms and individuals engaged in this trade who also took a departure from here. Among these were Maj. Dripps and Bent and St. Vrain. Father DeSmedt attended one or more of the expeditions, thus departing from this point, being entertained while here at the Catholic parsonage by Father Reau.

The advantages of this as a point of departure for the west, southwest and northwest, were afterward recognized by Captain Bonneville, who took his departure from Fort Osage in 1832, and of whose expeditions such an excellent account has been given by Washington Irving. Lieut. Lupton, and Fremont and Beale subsequently took their departure for their celebrated expeditions from the French settlement where Kansas City now is. In 1832, Colonel Ellsworth, commissioner of Indian affairs, visited the Indians west of Missouri and Arkansas, and likewise took their departure from this point. Colonel Ellsworth's party consisted of a number of persons of great distinction, among whom were J. H. B. Latrobe, architect of the Capitol at Washington, Count Pourtales, of Switzerland, Paul Leguest Chouteau, of St. Louis, and Washington Irving. It was this expedition that furnished Irving the material for his "Tour on the Prairies," in which he gives an excellent account of it. However, there was one incident of this tour which he does not mention, and which occurred in this county, so strongly illustrative of the disregard the hardy frontiersman of that time had for rank and position in society, that it is given here. The party had engaged as a camp assistant Mr. Harry Younger, of this county, the father of the "Younger Boys." The first morning after leaving Chouteau's house, Mr. Irving requested him, at the breaking of camp, to bring up the horses, so that they might start on the journey. The horses were grazing at a little distance. "All right," replied Mr. Younger, "let's go after them." "But," said Mr. Irving, "we expect you to do that." "Well," said Mr. Younger, "why can't some of you help me. There's that d—d Count, why can't he go? He does nothing but shoot snow birds." Mr. Younger, with the social equality ideas peculiar to the hardy frontiersman, could not readily appreciate the dignity of a Commissioner of Indian affairs, a Swiss Count or a celebrated author, nor see why they should not help bring in the horses.

CHAPTER III.

THE GREAT INDIAN TRADE.

Proposed Removal of the Indians to the West—The Numbers to be Moved—The Removal—The New Locations—Effects on Western Trade—Founding of Westport—And Concentration of The Trade There.

Having thus briefly sketched the fur trade and its result in the recognition of the advantages of the point at which Kansas City came subsequently to be built, and the recognition of the same advantage by the various exploring parties sent into the unknown west, it comes next in order to state a set of contemporaneous facts which led to a most important increase of the Indian trade of this section and its relations to the future city.

The close of the British war of 1812, which occurred in 1815, was followed by an immense immigration to the west and northwest during the ten years following. Mr. Schoolcraft, in his history of the Indian tribes, says that no such movement of people into a new country was ever witnessed before in the entire history of the world. This brought the whites into contact with the Indians in the northwestern territory, in the present States of Ohio, Indiana, Illinois and Michigan, and in the southwest in Tennessee, Alabama, Mississippi and Louisiana. The indigenous tribes still lived in these localities. This pressure upon the Indians and curtailment of their hunting grounds led to constant conflicts and bloody

wars, and the necessity of removing the Indians to more distant localities became every year more apparent, and a policy of that character gradually shaped itself.

PROPOSAL TO REMOVE THE INDIANS TO THE WEST.

In pursuance of this fact, President Monroe, Jan. 27th, 1825, sent a message to Congress, formally proposing such a course. At the same time Mr. Calhoun, then Secretary of War, furnished Congress with a statement of the numbers and locations of the Indians proposed to be removed. The whole number was 92,664, divided as follows: In Indiana, Illinois, Michigan, Ohio and New York 13,250, which he proposed should be removed to the country north of Illinois and west of Lake Michigan. In Virginia, North Carolina, Tennessee, Alabama and Mississippi 53,625, which, together with the Wyandottes, Shawnees, Senecas, Delawares, Kaskaskias, Munsas and Eel Rivers of the northwest, 3,082; the Seminoles, in Florida, 5,000, and Delawares, Kickapoos, Shawnees, Weas, Peorias, Iowas, Prankashaws, Quapaws, Osages and Cherokees of Missouri and Arkansas, he proposed to locate on the territory west of Missouri and Arkansas, occupied at that time by the Osages and Kansas.

OPPOSITION TO REMOVAL.

This proposition of removal was severely opposed by the people of all the States mentioned. The Legislatures of some of them adopted resolutions strongly protesting against it, and memorials were sent to Congress from the people protesting against it. Most of the Indians were receiving annuities from the Government, and their trade was a valuable item of business which the people desired to retain. The wildest stories regarding the sterility and uninhabitableness of the country proposed for them were circulated among both whites and Indians, and the communications of Gen. Clark, of Missouri and others well acquainted with the country, from expeditions they had made through it, were inadequate to quiet such misrepresentations. Hence delegations of Indians were sent out to examine it for themselves. Among these delegations was one consisting of representatives of several tribes in the northwest, in charge of Rev. Isaac McCoy, father of our esteemed fellow citizen, John C. McCoy. This party crossed the country to Younger's Ferry, on the Missouri River, at Randolph Bluffs in 1828, and pressed on into the Indian country west of Missouri and Arkansas. This fact is mentioned here because Mr. McCoy several years afterward, in 1831, after the removal of part of the Indians had taken place, caused the establishment of Shawnee Mission, eight miles south of this city, Dr. Johnston Lykins, recently deceased, being placed at its head.

THE REMOVAL AUTHORIZED.

The Government and the Indians having become satisfied of the suitability of the proposed country, Congress on the 28th of May, 1829, passed an act authorizing President Jackson to cause the removal of the Indians, and to allot the different tribes their portion in the new territory. The Kansas Indians, an indigenous tribe, who occupied a large tract of the country in Missouri and a large part of the State of Kansas extending from the great Nemaha southward, had in 1825 ceded it to the government, so that a part of the land for the new reservation was already in hand. Subsequently in 1833 the Pawnees were induced to relinquish the title to that part of Nebraska lying between the Platt and the great Nemaha, for the same purpose.

THE REMOVAL.

In pursuance of the authority given by Congress, President Jackson caused treaties to be made with the Indians for the relinquishment of their eastern reservations and removal to the west. These treaties were made as follows: With

the Creeks, April 4, 1832; with the Seminoles, May 9, 1832; with the Appalaches, October 11, 1832; with the Chickasaws, October 20, 1832; with the Kickapoos of Missouri, October 24, 1832; with the Pottawatomies, of Indiana, October 26, 1830; with the Shawnees and Delawares of Missouri, October 26, 1832; with the Piankashaws and Peorias, October 26, 1832; with the Weas, October 29, 1832, and with the Senecas and the Shawnees of Neosho, October 29, 1832. The removal followed soon after the treaties and by 1836 the Choctaws and Chickasaws, Creeks and part of the Cherokees and Seminoles, the Osages, Quapaws, Senecas, Shawnees, Delawares, Kickapoos, Weas, Peorias, Piankashaws, Kaskaskias and Ottawas, had located on the new reservations. These numbered 37,748, leaving out the Creeks. There were yet to come the Wyandottes, Chippewas, Pottawatomies and part of the Ottawas, beside some of the southern tribes.

THE NEW LOCATION.

When these Indians were all located, which occurred soon after 1836, they occupied the territory as follows: Beginning at the Platte River in Nebraska the Otoes occupied the country southward to the Little Nemaha; between Little and Great Nemaha were half breeds; south of the Great Nemaha arranged in the order here mentioned were the Iowas, Sac and Kickapoos, the southern line of the territory of the latter intersecting the Missouri River at Fort Leavenworth. The Delawares came next with a small river front but extending far back to the west. The Wyandottes occupied a triangular tract bounded by the Missouri River on one side the Kaw on another and a line running diagonally from the Missouri near Fort Leavenworth to the Kaw River at about the same distance as Fort Leavenworth from its mouth. The Pottawatomies lived west of the Wyandottes and south of the Delawares, their territory extending over to the south side of Kaw River. South and east of the Pottawatomies, extending to the Missouri State line were the Shawnees, south of the Shawnees and on the Osage River were the Weas, Piankashaws, Peorias, Kaskaskias and a band of affiliated Sacs and Foxes. West of these were the Kaws, and on the south of the Weas were the Miamis. Between these tribes and Fort Scott and extending from the State line on the east to the Verdigris river on the west, was an unoccupied strip reserved for the tribes of New York. South of this strip and lying along the State line to the Indian Territory was Cherokee country, and west of the Cherokees were the Osages. South of them and in the Indian Territory were the Seminoles, Quapaws and an affiliated band of Shawnees and Senecas. West of these was the larger territory of the Cherokees, and farther south lay the lands of the Creeks, Seminoles, Choctaws and Chickasaws.

These allotments of land, it will be seen, occupied the entire country southward from the Platte River in Nebraska to the southern line of the Indian Territory, and extending west to the wild Indians of the plains, thus covering the most of Nebraska, Kansas and the Indian Territory. In 1836, 45,000 Indians had been concentrated in this territory and there were as many more to come; and they did come soon afterward, making a total of 90,000. Besides these lands they had been given money for their eastern reservations, the total of which was \$26,983,068, which, when they came here was being paid to them in annuities. This made them immensely richer than they had been in the east, and since their trade there was regarded by the people as a valuable thing, it is easy to see that after their removal it was far more valuable.

EFFECT ON WESTERN TRADE.

The removal of the Indians to this country, from 1832 to 1840, and the trade caused by them as they came into the country, did not immediately effect the French settlement at the mouth of the Kaw, but it greatly stimulated the growth of other places along the border, but none more than the present town of

Westport. Rev. Isaac McCoy, who has already been mentioned in connection with the Indian removal, and the establishment of Shawnee Mission, determined to settle in the country, and so entered the land four miles south of the French settlement, at the intersection of the roads from that settlement and from Independence into the Indian country. This was in 1831. The following year his son, John C. McCoy, who figured so prominently in the early history of Kansas City, established a trading house at this place, having the Indians to trade with on the one side and the new settlers in Missouri on the other. At that time steamboats were running on the Missouri River, and M. Chouteau of the American Fur company was receiving his supplies from St. Louis by them. These goods were, of course, landed at his warehouse. Mr. McCoy received his first stock of goods in the same way and by the steamer John Hancock, but he caused them to be landed in the woods above Chouteau's house, at about the place where Grand avenue now reaches the river. This was in 1832, and it was the first landing ever made at what afterward became the Kansas City levee.

WESTPORT FOUNDED.

In 1833, Mr. McCoy's ideas of his new trading post had become so enlarged that he laid off the ground adjacent to it into town lots and called it Westport. The new town thus founded grew rapidly, and in a short time Messrs. Lucas & Cavanaugh, Capt. John A. Suter, A. G. Boon, Street & Baker, and Alfonda Van Biber had established trading houses and opened an extensive trade with the neighboring Indians. Mr. McCoy being a surveyor was soon induced to accept an engagement from the Government in surveys that were then being made south and west of the river, and hence sold his trading house to Wm. M. Chick. But these were not all; many others came in from year to year, and among them Messrs. W. G. and G. W. Ewing, who afterward became a most extensive concern.

At this time the principal landing place for goods was at Blue Mills, eight miles below Independence, but the distance made it desirable to the Westport merchants that a nearer landing place should be had; hence some of them followed Mr. McCoy's example and caused their goods to be landed at the French settlement, first at Chouteau's warehouse, but afterward higher up the river, as the sequel will show. This was the second recognition of the trade advantages of this point, the settlement of the French here having been the first. But as above stated, the occurrence of these events at Westport had little immediate effect upon the French settlement. It continued as it had been from the first, the center of a most extensive trade conducted with far off Indians by the primitive methods of the early pioneers. The trade at Westport soon became larger, but it was of a different character. It was a point to which the Indians came personally to trade and from whence the government traders with the different tribes were supplied. Westport thus became a great center for this near-by Indian trade for precisely the same reasons, and on precisely the same principles that led M. Chouteau to locate his general agency for the American Fur company on the ground now occupied by Kansas City. It was the most central point that had command of good transportation facilities for receiving supplies, and the development of its trade confirmed the judgment previously exercised by M. Chouteau as to the natural advantages of this angle of the river, as a point of distribution and concentration of trade from the country south and west.

CHAPTER IV.

THE SANTA FE TRADE.

Its Origin and Character—Its Real Beginning—The Effect of Steamboats—It Locates at Independence—Changing to Westport—Character and Methods of the Trade—Statistics to 1838.

While this extensive French-Indian and fur trade was being conducted at the French settlement, and while this near-by Indian trade was being developed and conducted at Westport, another interest was being developed, which, in after years, gave the third recognition of the advantages of this angle in the river, for an extensive distributive trade, and contributed largely to the development of Kansas City. This was the once great overland trade with northern Mexico, popularly known as the Santa Fe trade. This trade was for many years of great magnitude and importance, and attracted much attention in all parts of the country. The arrival and departure of the caravans were watched for with as much interest, and were as regularly and scrupulously chronicled by the press, as are the arrivals and departures of steamers at great commercial ports.

ORIGIN OF THE TRADE.

This trade seems to have originated with the Indian traders, or rather they were the first to discover its possibility; and others, mostly American frontiersmen, inaugurated and conducted it until the Mexicans themselves became interested, and formed a considerable portion of those engaged in it. Though popularly known as "The Santa Fe Trade," it was in reality a trade with all the northern provinces of Mexico, Santa Fe being merely the port of entry from the United States.

These northern provinces were of very early settlement. Dr. Gregg, who resided in the country for nine years, and had unusual facilities for historical and statistical research, informs us in his "Commerce of the Prairies," that while the settlements so far north as New Mexico are of traditional and doubtful date, the country was certainly known and inhabited by Spaniards as early as 1550. He found historical statements, though of questionable authenticity, that the country even so far north as Santa Fe, was penetrated and conquered soon after the capture of the City of Mexico by Cortez, and he found a well authenticated record of colonization in the valley of the Rio del Norte, near Santa Fe, or on that ground, as early as 1595.

Whatever may have been the date of the first settlement, New Mexico, Chihuahua and California were defined provinces, settled and populous at the beginning of the present century. The interior, New Mexico, Chihuahua, Durango, Zacaticas and Sonora, were then receiving their supplies of foreign merchandise from the sea coast at Mazatlan, Matamoras, Vera Cruz, Tampico and Guaymas. About this time, the *courriers des bois* in the employ of the fur companies and Indian traders, pushed westward by the advance of civilization, penetrated far beyond the wooded country from whence they took their name, and traversing the illimitable plains of the West, discovered these settlements, and on their return, reported the fact, and their isolated situation. The prospect of a rich trade with an isolated people, who were then nearer the frontiers of the United States than the existing sources of supply, was too tempting to the adventurous and commercial spirit of the Indian traders and frontiersmen, not to be improved.

The first attempt to reach this country on a trading expedition is stated by

Capt. Pike, in his narrative of his explorations in search of the head-waters of Red River, to have been in 1804, when a merchant of Kaskaskia, named Morrison, sent out a French Creole by the name of La Land with a pack of goods on his back, with instructions to traverse the Platte Valley, and if possible penetrate to Santa Fe. The expedition was entirely successful, and La Land reached Santa Fe in safety, but was so well pleased with his success and the country that he never returned, but took up his residence among the Mexicans, and went into business on his employer's capital. Capt. Pike also speaks of a James Pursley who, after wandering for some time, perhaps years, in the unexplored regions of the Northwest fell in with some Indians on the Platte River near the mountains, who told him of New Mexico, and he with a party of the Indians went down to Santa Fe in 1805.

In 1806 Capt. Pike, afterward General Pike, killed at the victory of York, in Upper Canada, in 1813, was sent to explore the country on Upper Red River, and if possible discover the sources of that stream. Capt. Pike passed around the head of Red River, and crossed the Rio del Norte, which he mistook for the Red River. Believing himself in the territory of the United States, he went into winter quarters and built a small fortress for the protection of his little party until spring, when he proposed to descend the river to Natchitoches. However, he was in Mexican territory, and not over eighty miles from Santa Fe; hence the Mexicans soon became aware of his presence, and the governor at Santa Fe sent a party to bring him in. The commandant of this party assured him that the Governor had heard of his presence and his objects, and, learning that he had missed his way, had sent an escort to guide him, and animals to convey his men to a navigable point on the Red River, and would be pleased to see him at Santa Fe, which might be taken in on the way. Trusting to the friendship of the Mexicans, Capt. Pike went with them; but no sooner had he reached Santa Fe than a different line of treatment was adopted. He was sent with an escort to the commandant-general at Chihuahua, where his papers were seized and he and his men sent under escort to the United States by the way of San Antonio de Bexar.

THE FIRST EXPEDITIONS.

On his return to the United States he published a description of the northern provinces of Mexico and their situation, which proved of the most exciting character. Soon afterward, in 1812, an expedition was fitted out by some parties about Franklin, in Howard county, opposite Boonville. From Dr. Gregg's account it appears that this party, like many that followed in the early years of the trade, conveyed their goods on pack animals. The names of the party are not all known, but among them were Messrs. McKnight, Beard and Chambers. They followed Capt. Pike's route as near as possible, and reached Santa Fe in safety, but here they received treatment which they were little expecting, and for which they were little prepared. Previous to the Declaration of Independence by Hidalgo, in 1810, all trade with Mexico was prohibited, except by permission granted by Spain. These adventurous men, relying upon that declaration believed all restrictions removed until they reached Santa Fe, when they learned to their sorrow that Hidalgo had been captured and executed, and that the royalists, with all their restrictions on trade, were again in power. The party were immediately arrested as spies and sent to Chihuahua, where they were imprisoned for nine years. Their goods were all confiscated. Two of the party escaped in 1821, and made their way back to the United States, and the next year the republican forces under Iturbide having gained the ascendant, the others were all released.

The removal of the restrictions on trade incident to the success of Iturbide encouraged others to launch into it, and in 1821 a Mr. Gillam, who had a trading house at the mouth of the Verdigris River, sent through a small party in perfect

safety. The same year Captain Beckwith, with four companions from the vicinity of Franklin, went out to trade with the Indians, but falling in with a party of Mexican rangers, and learning from them of the removal of the restrictions on trade, they pushed their way through to Santa Fe, arriving also in 1821.

REAL BEGINNING OF THE TRADE.

The profits of those early trading parties were so great, and their reports so flattering and exciting, that the next year, 1822, a large number of parties, with large amounts of merchandise, went out. The isolated situation of the northern provinces at the time caused prices of all imported merchandise to range very high. Common calico sold as high as two and three dollars per *vara*, the Spanish yard of thirty-three inches, and everything else in proportion. In 1822 Col. Cooper and sons, from the vicinity of Franklin, Captain Beckwith and others, conducted expeditions across the unexplored prairies with the greatest hardships and with much suffering. The trade may be said to have been fairly inaugurated that year, and the route so far determined that substantially the same trail was followed for many subsequent years.

STEAMBOATS AND THEIR EFFECTS ON THE TRADE.

Steamboats had then just begun to run on the Missouri River. The first boat to arrive at St. Louis was the General Pike, August 2d, 1817. The first boat on the Missouri River was the "Independence," which ascended the stream in 1819, probably as far as Council Bluffs. She passed Franklin May 28, where a dinner was given to the officers, but we have no record of her dates at points higher up. In August and September of the same year the steamers "Western Engineer," "Expedition" and "R. M. Johnson," ascended the stream with Major Long's scientific party, bound for the Yellowstone.

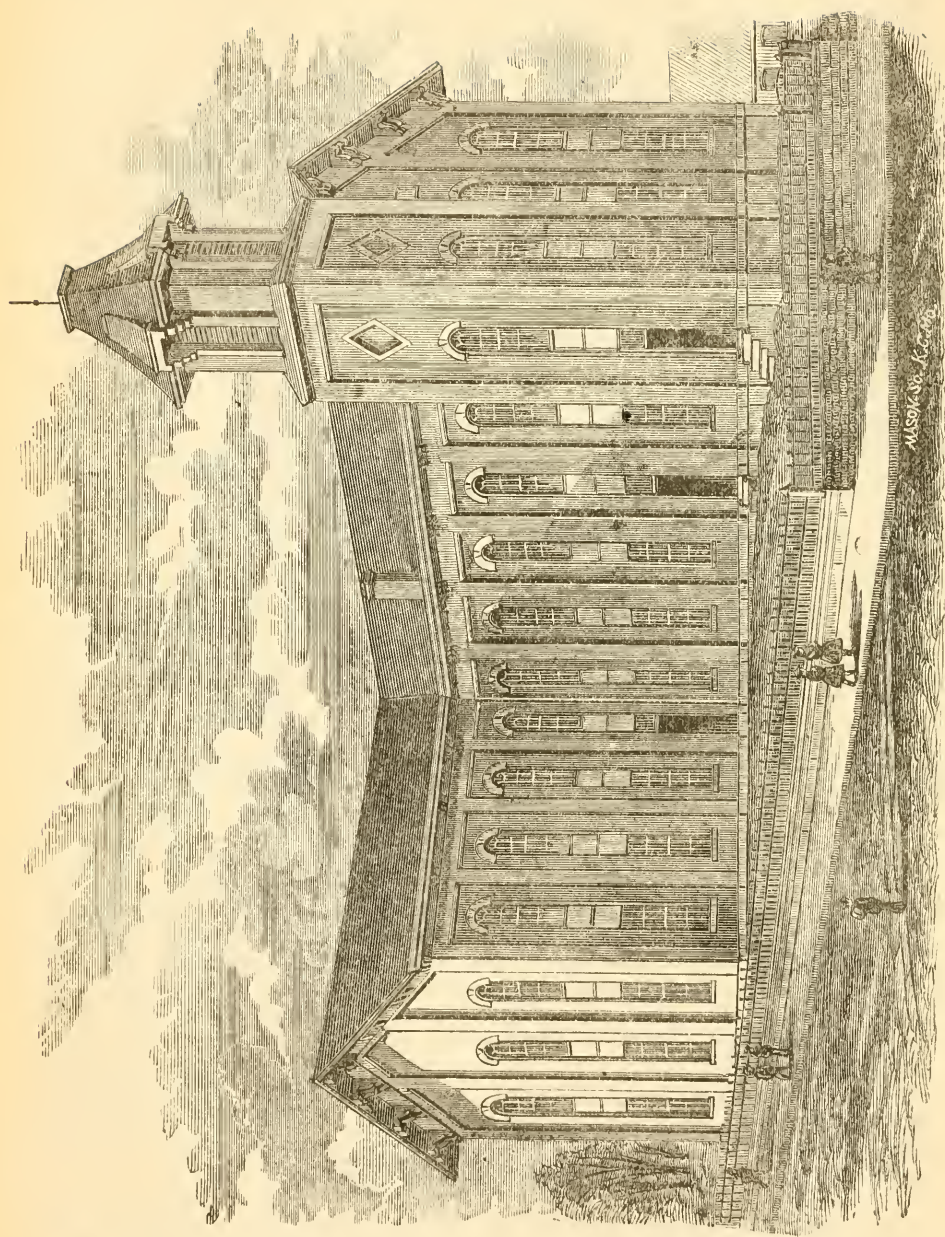
The Missouri River trade appears to have been attractive to steam-boatmen, but the difficulties of navigation appear to have been quite a restriction. However, this new method of water transportation soon had its effect on the Santa Fe trade, as the traders were only too ready to avail themselves of it to escape the longer transit overland. As their stocks began to be enlarged and their number increased, the boats became valuable in delivering them at points higher up than Franklin.

IT LOCATES AT INDEPENDENCE.

The points that at first competed for this trade at this angle of the river were Blue Mills, Fort Osage and Independence. Blue Mills, which was situated about six miles below Independence, soon became the favorite landing point, and the exchange between wagons and boats settled there and defied all efforts to remove it. Independence, being the county seat, was the larger and more important place, and became the American headquarters of the trade and the outfitting point as early as 1832. It continued so until the trade was temporarily suppressed in 1843. Independence preferred Wayne City as a landing point, and made great efforts to secure its adoption. The river front was paved with stone; still, however, the landing point continued to be at Blue Mills, and the headquarters and outfitting at Independence, which, under the rapidly growing trade, experienced an era of rapid development and great prosperity.

ANOTHER CHANGE OF BASE.

However, Independence was not to be allowed to enjoy a monopoly of the trade for any great length of time. The Mexican traders finding accommodations for themselves at Westport, so much nearer the prairies, where they could herd their teams while awaiting the arrival of their goods at Blue Mills, soon took advantage of that fact. The large numbers of them that stopped there, and the



WASHINGTON SCHOOL BUILDING, KANSAS CITY, MO.

trade they naturally caused, added an additional element to the prosperity of Westport, and there began to be some outfitting done there, but in a smaller way than at Independence. Among the first to avail themselves of the advantages afforded by Westport were such of the old Indian traders as had become engaged in the Mexican trade. Understanding the river and the country, as well as the methods of conducting a frontier trade, better than others engaged in it, they were quick to perceive the advantages to this new trade of a landing nearer to their new headquarters than that at Blue Mills. Knowing the character of the landing at Chouteau's warehouse, and perceiving the advantage of the superior pasturage for their teams on the prairies, and the saving of the eighteen miles haul over wooded roads, they began to land their goods at Chouteau's warehouse. As early as 1834, Messrs. Bent and St. Vrain landed a cargo of goods at this point for the Mexican trade, and for their Indian posts on the plains. Others followed their example, and then a tendency to make headquarters at Westport and use Chouteau's warehouse as a landing place arose and gradually increased, adding the Santa Fe business to that of the Indian and fur trade already done at this place and Westport. It was this tendency more than anything else that suggested the idea of a town where Kansas City now is, and led to the organization of a company for that purpose in 1838, at which time the trade had assumed very large proportions.

CHARACTER AND METHODS OF THE TRADE.

In the earlier years of this great trade, pack animals were largely used for conveyance. The first expeditions, prior to 1822, appear to have been conducted on foot with packs on the backs of the traders, after the fashion of a peddler. In 1822 and 1823, pack animals were mostly used, and in 1824 and 1825, the caravans were composed partly of pack animals and partly of wagons. From 1826 on, only wagons were used. For many years no party started from the border strong enough to feel it safe to attempt the passage alone, hence they adopted the custom of rendezvousing at Council Grove, in what is now the State of Kansas. Here they united in such numbers as to feel safe in attempting the passage, and organized, electing a captain and such minor officers as they deemed requisite.

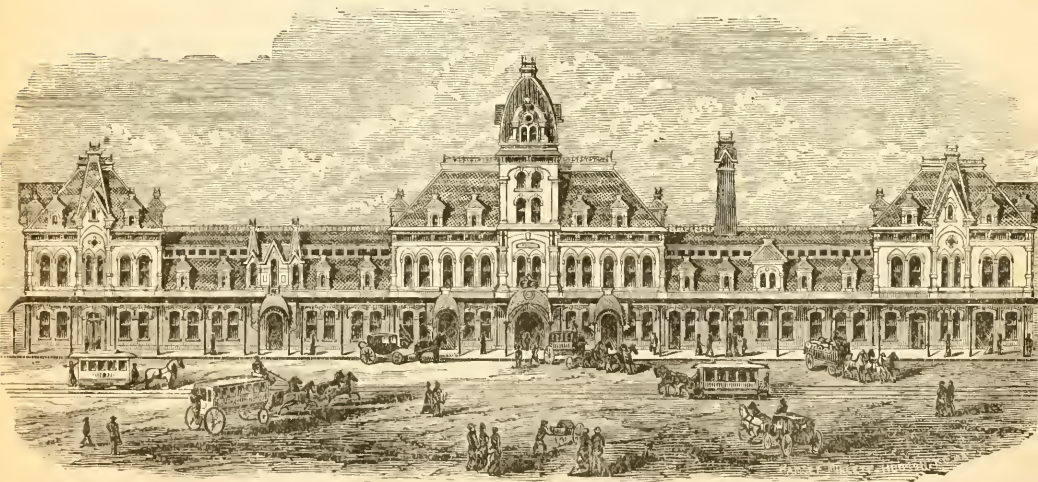
The men engaged in the trade were of the most hardy and courageous class; and it was well, for their life on the plains was one of peculiar dangers and hardships. From Council Grove to within a few miles of Santa Fe, they were beset with hostile savages. The caravans marched four wagons abreast with guards all round, and were so corralled at night as to form a barricade, which was well guarded. Affrays with the Indians were of frequent occurrence, and many of the earlier parties lost some of their men, and some were nearly annihilated. Some were compelled to *cache* their goods, that is, bury them in the earth to keep them from falling into the hands of the Indians, and escaped themselves only with the utmost hardships and suffering. Others again were lost for days on the prairie, without water, and nearly famished. One instance is recorded by Dr. Gregg of a party that were saved only by finding a buffalo fresh from a stream to them undiscovered, with stomach full of water, which, after killing the animal, they eagerly drank, and esteemed it the most delicious draught they had ever tasted. Although opening and developing a trade of such vast importance to the United States, and although constantly beset with hostile savages, the government furnished but three military escorts, and these only so far as to the American line, then the Arkansas River. These escorts were in 1829, 1834 and 1843.

STATISTICS.

Dr. Gregg, in his "Commerce of the Prairies," gives the statistics of this trade from the beginning down to 1843, from which the following table is taken, to show its growth to the close of the year 1837 and its magnitude at that time:

Years.	Amount Merchandise.	No. Wagons.	No. Men.	No. Pro- prietors.	Taken to Chihuahua
1822	\$ 15,000	. .	70	60	\$
1823	12,000	. .	50	30	
1824	35,000	26	100	80	3,000
1825	65,000	37	130	90	5,000
1826	90,000	60	100	70	7,000
1827	85,000	55	90	50	8,000
1828	150,000	100	200	80	20,000
1829	60,000	30	50	20	8,000
1830	120,000	70	140	60	20,000
1831	150,000	130	320	80	80,000
1832	140,000	70	150	40	50,000
1833	180,000	105	185	60	80,000
1834	150,000	80	160	50	70,000
1835	140,000	75	140	40	70,000
1836	130,000	70	135	35	60,000
1837	150,000	80	160	35	80,000

Of the fur and Indians conducted from this center, no statistics were ever preserved; but at the close of 1837, when the Santa Fe trade had reached such proportions as are above given, these others were almost, if not quite, as prominent.



KANSAS CITY UNION DEPOT.

CHAPTER V.

THE FOUNDING OF KANSAS CITY.

The Situation in 1838—The First Ferry—The Santa Fe and Indian Trade Tend to Kansas City—Purchase of the Prudhomme Estate for a Town Site—The Survey and Sale of 1839—Troubles of the Company Retard the Town—What Was Thought of It—Its Early Trade—A Description of Early Kansas City—Efforts to Divert the Santa Fe Trade—Its Suppression in 1843—Statistics—Situation in 1843—The Great Flood of 1844—The Events of 1843 to 1846—The Mexican War.

Having now briefly sketched the history of the three principal elements that entered into the commercial foundation of Kansas City, it comes next in order to set down the circumstances under which the town originated, the manner in which it was founded, and the course of events entering into its development.

THE SITUATION IN 1838.

At the time to which each of the preceding chapters brought this record, to 1838, the entire country west of the Missouri River and the State line of Missouri and Arkansas was in the possession of the Indians. The tribes on these borders were all in receipt of large annuities from the Government which gave rise to a rich and profitable trade with them. There was in existence a trade of about equal volume between this western border and southern Mexico, crossing the intervening Indian country, and there was still in existence a large volume of the old French, Indian and Fur trade. These three elements of trade gathered at this angle of the river as at a focus, for the reason already stated, that this was the nearest point toward the scene of each of them that could be reached by water transportation. To stop lower down the river, or advance higher, were alike detrimental.

At that time Missouri was still quite a sparsely settled State. The western half of it had been settled in part for not exceeding twenty years, and the tide of immigration into it, though considered large in these times, was trifling when compared with the immense movements of population since witnessed into other States. What is called the "Platte Purchase," that is, the territory embraced in Platte, Buchanan, Andrew, Holt, Nodaway and Atchison counties, had been added to the State in 1836, the State line prior to that time having run directly north from the mouth of the Kaw River. This country was not opened for settlement until 1837, and though its settlement was rapid for those days, it was still an unorganized country.

THE FIRST FERRY.

The settlement of this Platte purchase had an important effect upon the future city. Up to that time there had been no ferry across the river here, other than the canoes heretofore referred to, but with the opening of this new country there was a spasmodic movement into it from the south side of the river. To accommodate this movement Peter Roy, a son of Louis Roy, who settled at the foot of Grand avenue during 1826, established a flat-boat ferry, and in order to provide better access to it than the old road heretofore mentioned, he cut a new road through the woods from about where Walnut street crosses Fifteenth street down by the present junction of Main and Delaware streets, and thence down a deep ravine which followed down Delaware street to Sixth, thence across by the corner of Main and Fifth streets, diagonally across the Public Square and thence to the river a little east of the present line of Grand avenue from Third street

down. This road afterward became a factor in the concentration of the Indian and Santa Fe trade at this place. The ferry, thus established by Mr. Roy, was conducted by him but a short time when he sold it to James H. McGee, who then lived on a farm south of Sixteenth street. McGee sold the ferry in less than a year to Rev. Isaac McCoy, of whom mention has already been made, who conducted it until 1843, when he sold it to his son, John C. McCoy. Mr. McCoy subsequently sold a half interest in it to John Campbell, and in 1854 the other half to Messrs. Northrup and Chick.

THE SANTA FE AND INDIAN TRADES TEND TO KANSAS CITY.

At this time, 1837 and 1838, many of the Santa Fe traders had adopted the custom heretofore mentioned of stopping at Westport to await the arrival of their goods at Blue Mills. To them, and to the Indian traders at Westport, a new landing only four miles distant, at the French Settlement, offered great advantages over one eighteen miles distant, at Blue Mills. Hence, with the facilities afforded by the new road cut by Petite Roy, there arose a strong tendency to receive their goods at this point. It then became manifest that the best landing point was higher up than Chouteau's house, on the property belonging to the estate of Gabriel Prudhomme, who died about this time. This point was at the foot of Grand avenue, Walnut, Main, and Delaware streets, and the new road gave access to this new locality. Here there was a natural rock landing superior, by nature, to those of Blue Mills and Wayne City, notwithstanding all the improvements that had been made upon them. It was this fact that determined the site of Kansas City, by determining the exact spot of transfer between boats and wagons of these two great branches of trade.

PURCHASE OF THE PRUDHOMME ESTATE.

The Prudhomme estate, upon which existed this natural landing, is described as the south fractional half of section thirty, township fifty, and includes the land lying between Broadway and Troost avenue, from the river back to the township line, which runs along Independence avenue.

On the 30th of October, 1837, Prosper Mercier and wife, his wife being a daughter of Gabriel Prudhomme, and one of the heirs of the estate, petitioned the Circuit Court of Jackson county for an allotment of dower to Prudhomme's widow, and a division of the land among the heirs. On the 9th of December, the court made an order appointing Wm. M. Chick, Peter Booth and Samuel Johnson commissioners to make such allotment of dower and division of the land among the heirs. On the 3d of April, 1838, these commissioners reported to the court that after viewing the land they were satisfied that such allotment of dower and division of land could not be made without great injustice to the parties. On the next day, April 4th, the court made an order for the sale of the land, and releasing from the commission Messrs. Chick and Johnson at their request, appointed James P. Davenport and Elliott Johnson in their stead. These commissioners were instructed by the court to advertise the sale of the land for six weeks prior to day of sale by notice in a paper in Liberty, Clay county, and one in St. Louis, and by hand bills, and to make the sale on twelve months' credit. They made the sale July 7th, 1838, and reported it to the court on the 10th of August. At this sale James H. McGee, who, on the 21st of August, 1837, had been appointed guardian of the minor heirs, acted as crier. In fact, it appears that he had conducted the whole business, and that the advertising had been inadequately done. At the sale there were present only Mr. McGee, Abraham Fonda and a Mr. Clark, who came with him; and William Gillis and Michael Auther besides, perhaps, some few others who had dropped in merely as spectators. Fonda was bidding and offering such low prices that Gillis and Auther asked for time to consult, with a view to bidding. They retired for this purpose,

and while absent the sale was made to Fonda for \$1,800. A remonstrance against this sale was filed with the court on the 8th of August, two days before the filing of the report of the sale. It was set up that McGee, Fonda and Clark were interested together in the purchase of the land, and that the sale had been conducted fraudulently in not allowing time for bidders (Gillis and Auther) to make bids. A new sale was asked for, and on the 11th of October, the court made an order setting aside the sale and directing that another be made, the advertising to be as before, and the sheriff of Jackson county, to act as crier. This sale was made November 14, 1838, for \$4,220.

At the time these events were transpiring, there was much discussion among certain men, who had observed the tendency of the Santa Fe and Indian trade to effect transfers at this point, concerning the feasibility of building a town here. In fact, it was supposed that McGee, Clark and Fonda were interested together, and had that in view in the first sale. Wm. L. Sublett, of St. Louis, who had become well acquainted with the place during the operations with the Rocky Mountain Fur Company regarded it as a feasible enterprise, and wanted to take an interest in such a movement. This idea took shape pending the advertising for the several sales, and a company was formed for the purpose.

This company consisted of Wm. L. Sublett, Moses G. Wilson John C. McCoy, Wm. Gillis, Fry P. McGee, Abraham Fonda, Wm. M. Chick, Oliver Caldwell, Geo. W. Tate, Jacob Ragan, Wm. Collins, James Smart, Samuel C. Owens, and Russell Hicks. The last two gentlemen lived in Independence, the first being the leading merchant, and the other the leading lawyer of the county. Independence and Westport were jealous of the enterprise, foreseeing the danger of its absorbing the trade of the Indians from the one, and the Santa Fe trade from the other. Hence, Hicks and Owens were taken into the company with a view of placating the jealousy of Independence. Messrs. McCoy and Chick were of Westport, and were prominent there, but they went into the enterprise on its merits. The addition of the two Independence gentlemen was no advantage to the company, but rather the reverse.

The sale was set for November 14, 1838, at which time it occurred, the sum realized at this time being four thousand two hundred and twenty dollars, and the company bought it, and proceeded at once to lay out the town, which they called Kansas.

THE SURVEY AND SALE OF 1839.

Mr. McCoy was the surveyor of the party, but being engaged at that time in government surveys, he could not attend to laying off the town. Accordingly, he drew up a plat for about fifteen acres of it, and employed W. S. Donahue to make the survey. This survey included that part of the city bounded by Wyandotte street and Grand avenue, and extending from the river back to Second street. From the old records of the company, now in the hands of John Campbell, Esq., of this city, it is learned that a sale of lots was had in May, 1837, at which lots were sold as follows:

Lot 1, to W. B. Evans	\$155 00
Lot 3, to J. H. McGee	70 00
Lot 5, to F. Kleber	82 00
Lot 10, to J. C. McCoy	200 00
Lot 12, to J. Ragan	151 00
Lot 26, to J. Ragan	32 00
Lot 81, to J. Ragan	62 00
Lot 24, to J. C. McCoy	30 00
Lot 48, to W. B. Evans	144 80
	<hr/>
	\$926 80

These sales were made on one year's time, at ten per cent. interest; and the company, anxious to give the town a start, built a log warehouse for the accommodation of the Santa Fe and Indian trade, which was kept by W. B. Evans.

TRoubles of the Company retarded the Town.

But just at this point the company met with difficulties which checked this enterprise and held it *in statu quo* for eight years. The first of these was that the law required that every member of the company should sign and acknowledge the plat, and that it should be filed for record with the county clerk before the company could give a title to lots. It had been arranged that this should be done at a meeting to be held on the morning of the sale of lots, but it so happened that less than a majority of the company attended the meeting; hence, after the sale titles could not be given, but the company got over this difficulty by giving title bonds to purchasers. It was then observed also that two of the commissioners appointed to sell the estate, Peter Booth and Elliott Johnson, had died before the sale of the land, leaving a minority of the commissioners to do the business. The legality of this sale was called into question on this account, and this question was not settled until in 1846. The method employed by the company to procure a settlement of the question was unique. It was a question for judicial decision, and to get it into the courts for that purpose required that a case should be made up. To do this was the trouble, but the company finally decided to dispute the legality of the sale thus made by one of the commissioners, refuse to pay him the purchase money, and compelled him to sue for it. This they did; the suit was brought and the members of the company appeared as defendants in a case they really much desired to have decided against them. The decision was finally made in 1846, the legality of the action of the commissioners was confirmed and executions were made against the members of the company for the purchase money. It is needless to say that these executions were cheerfully paid. In the situation in which it was placed pending the litigation, the company could not, of course, sell lots nor make titles to those already sold nor even collect from the purchasers. However those who had bought lots made some improvements on them and a few trading houses were opened. Among these early trading houses Messrs. Cohn & Block appear to have been the first to offer a stock of general merchandise. This was in 1839, and about the same time A. B. Canville, Anthony Richter and Thos. A. Smart, opened houses. The latter being what was then called a grocery.

WHAT WAS THOUGHT OF THE TOWN.

There were many different opinions about the prospects for the new town prior to the difficulties just mentioned. Independence and Westport nick-named it "Westport Landing" in derision, and, owing to its non-development, for so many years, it came to be generally known by this name. However, there were others who regarded it differently. Senator Benton, than whom none better knew the controlling facts of trade, while visiting Randolph, nearly opposite three miles below the city at this time, pointed to it and remarked that it was destined to become the greatest commercial center west of St. Louis. Senator Benton afterward repeated this prophecy in Kansas City.

EARLY TRADE.

Some trade immediately sprung up at the trading houses, and concerning its character, Spalding's Annals contains the following:

"The great portion of this early trade of the city was a trade similar to that of all new towns, and was what our Yankee neighbors would consider, in their vernacular, as a "truck and dicker trade," mainly done with the neighboring Indians, and employees of the mountain traders and freighters, and Mackinaw boatmen, etc., etc. Ponies, pelts, furs, trinkets and annuity moneys, were receiv-

ed by early traders in exchange for powder, lead, tobacco, sugar, coffee, candies, beads, and as there was at that time no temperance orders among these buyers and sellers, a little bad whisky was also sold by 'the large and small.' We are happy to announce, however, that in this border ruffian era, a reform has taken place in the sale and use of this 'large and small' commodity. In 1839 and 1840, the Indian tribes trading at Kansas City were the Delawares, Munsas, Stockbridges, Shawnees, Kansas (or Kaws), Kickapoos, Osages, Pottawatomies, Weas, Peorias. In addition to articles already enumerated, these Indians bought of our traders, calicoes, blankets, very many saddles, bridles and ribbons; and rings, costing ten cents in St. Louis, were frequently sold to them for five and six dollars; and large profits were made on every thing. As a general thing, the Indians paid cash for goods; and when they had no money they would freely pledge anything in their possession, such as ponies, silver arm-bands, ear ornaments, etc. Bacon was sold to them as high as from thirty to forty cents per pound; and salt for fifteen and twenty cents per tin cup full. As early as 1840 it was not uncommon, on the arrival of Mackinaw boats, to see as many as three or four hundred men on the levee at one time, and all of them buying, more or less from our traders."

A DESCRIPTION OF EARLY KANSAS CITY.

In a paper read before the Old Settlers' Association in January, 1872, John C. McCoy thus describes the appearance of the place at that time:

"A clearing, or old field, of a few acres, lying on the high ridge between Main and Wyandotte and Second and Fifth streets, made and abandoned by a mountain trapper, a few old girdled dead trees standing in the field, surrounded by a dilapidated rail fence; all around on all sides a dense forest, the ground covered with impenetrable underbrush and fallen timber, and deep, impassable gorges; a narrow, crooked roadway winding from Twelfth and Walnut streets along down on the west side of the deep ravine toward the river, across the public square, to the river at the foot of Grand avenue; a narrow, difficult path, barely wide enough for a single horseman, running up and down the river under the bluffs, winding its crooked way around fallen timber and deep ravines; an old log house on the river bank, occupied by a lank, cadaverous specimen of humanity named Ellis, with one blind eye and the other on a sharp lookout for stray horses, straggling Indians and squatters with whom to swap a tin cup of whisky for a coon skin; another old dilapidated log cabin on the point below the Pacific depot; two or three small dwellings and cabins in the Kaw bottom, now called West Kansas, which were houses of French mountain trappers, engaged principally in raising young half breeds. The rest of the surroundings were the still solitude of the native forest, broken only by the snort of the startled deer, the bark of the squirrel, the howl of the wolf, the settler's cow bell, and mayhap the distant baying of the hunter's dog or the sharp report of his rifle."

The man Ellis mentioned in the above description of Kansas City, by Mr. McCoy, was, at the time he speaks of, living in the house built originally by Louis Uneau, at the foot of Main street, and was the first Justice of the Peace ever officiating at Kansas City.

The difficulties surrounding the Kansas Town Company prevented town development and retarded the tendency of trade to concentrate here. Still, however, the Indian trade continued to flourish at both Westport and Kansas City, and the Santa Fe trade at Independence until 1843, when it was temporarily suppressed by order of General Santa Anna.

EFFECT TO DIVERT THE MEXICAN TRADE FROM MISSOURI.

Two efforts were made to divert this trade from the Missouri frontier, but without success, because of the superior advantages afforded by this point. In 1839, Dr. Josiah Gregg, after nine years' experience with this route, and a pretty

thorough acquaintance with the plains and with Northern Mexico, undertook to open a river route from Van Buren on the Arkansas River. Finding that a good point for steamboats to ascend to, considerably nearer Santa Fe, and with a season nearly a month earlier in spring and a month later in the fall, he thought it much more desirable, and undertook to conduct an expedition from that point and open a new route. He was successful in getting through with less hardships than the early explorers had experienced on the route from Missouri, but he found that the old route had some advantages that the new one could not equal, and no further attempt was made. The trade from the Missouri border had been extended to Chihuahua, and so large a part of the imports of that place had come to be received from that source *via* Santa Fe, that in 1840 the Mexican government undertook to open a new and shorter route from that country to the United States. Some point on Red River, at the American border, was selected, and the party, with a concession of special advantages, as to imposts, duties, etc., started from Chihuahua April 3, 1839. It succeeded in getting through to Red River that year, and the next year, 1840, took back a large amount of goods. This expedition, however, failed to discover any advantage in the new route, though much nearer for Chihuahua than the old route from Missouri, and no further effort was ever made to develop it. These two attempts to divert the trade from the Missouri border were of importance in this connection, as showing the superior command of the country, even to Chihuahua, held by the locality of Kansas City.

ITS SUPPRESSION IN 1843.

On the 7th of August, 1843, Santa Anna, then President of Mexico, issued a decree closing the ports of Taos, in New Mexico, and Paso del Norte and Presido del Norte, in Chihuahua. As these were the only ports at which goods were passed through the custom-house into northern Mexico, it nearly suppressed the trade. This was done in consequence of the sympathy and co-operation of Americans with the people of Texas, who, although they had previously, in 1838, achieved their independence, were still subject to the hostilities of Mexico, and were practically in a state of war. Prior to this decree, the hostile attitude of Texas and Mexico toward each other had made the trade peculiarly hazardous. Two expeditions had been fitted out in Texas to raid it, the Texans not regarding the fact that a large part of those engaged in it were citizens of the United States—a friendly power. Santa Anna's decree was issued with equal injustice to the large number of his own subjects who were engaged in it, and with no less injustice to the large sections of his country which were accommodated by it. This decree so far caused the abandonment of the trade that, although another decree was issued March 11, 1844, raising the embargo, not over ninety wagons, with not over two hundred men and \$200,000 worth of goods crossed the plains to Santa Fe in 1844. The Mexican war coming on soon afterward further embarrassed and restricted it until the close of that struggle.

We are indebted to Dr. Gregg's admirable "History of the Commerce of the Prairies," for the following statistics of the trade prior to its suppression in 1843:*

Years.	Amount Merchandise.	No. Wagons.	No. Men.	No. Proprs.	Taken to Chihuahua.
1838	90,000	50	100	20	40,000
1839	250,000	130	250	40	100,000
1840	50,000	30	60	35	10,000
1841	150,000	60	100	12	80,000
1842	160,000	70	120	15	90,000
1843	450,000	230	350	30	300,000

* Although this table is given by Dr. Gregg as representing the entire trade, we are inclined to think it is far short of the actual aggregates. The year 1840, for instance, appears to include only the Chihuahua expedition from Red River.

THE SITUATION IN 1843.

At the time the Mexican trade was temporarily suppressed by order of Gen. Santa Anna in 1843, Blue Mills was the principal landing point for Independence, the effort to divert it to Wayne City having proved ineffectual. Independence enjoyed a monopoly of the outfitting business. Westport had attained much importance as an Indian trading post and was rapidly becoming the headquarters for the Mexican traders, who stopped there to graze their teams on the prairies, and await the arrival of their goods at Blue Mills; Liberty had grown to be quite a town; a town had been established at Randolph Bluffs, and at this time contained one or more quite respectable mercantile houses, and a number of residences, and had macadamized one short street. The town of Barry, which came into existence prior to the opening of the Platte purchase to settlement, had become quite an important place, as had the town of Weston. A town had been started at Parkville, an Indian trading post, and was doing a large trade with the new settlers in the adjacent country and with the Indians across the river. Parkville then contained several trading houses. At this time Kansas City was much smaller than any of these places, and was not perceptibly growing, owing to the inability of the Town Company to make titles to ground. Kansas City then contained three warehouses, those of the Town Company, Francis Chouteau, or rather the American Fur Company, and that of W. G. and G. W. Ewing, of Westport, two or three small trading houses and a few log cabins, mostly occupied by Frenchmen. It was then known only as Westport Landing, but as a landing place for Westport was beginning to attract some attention from Mexican traders, who saw the advantage of receiving their goods at this place rather than at Blue Mills. Still, however, it continued the headquarters of the fur and Indian traders established by the old St. Louis guild of French traders, and conducted by the American Company or their successors. This trade was then, as it had been from the first, distributive, and though it made much less local show, and was probably less in volume than the Indian trade done at Westport, it covered a much greater area of country.

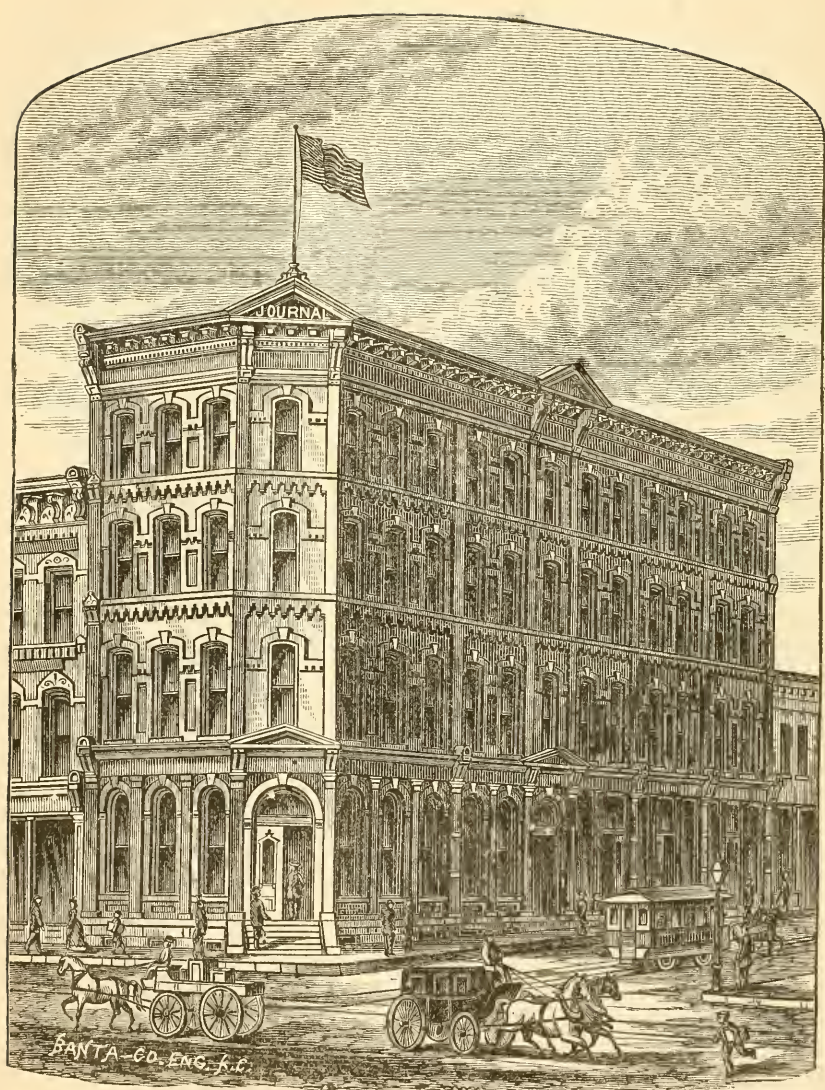
In 1840 W. G. and G. W. Ewing, already referred to as having become prominent Indian traders, at Westport, in about 1836, determined to build themselves a warehouse at Kansas City. They had received goods at Blue Mills, and at Chouteau's Warehouse just below Kansas City, but their trade had become so large that they desired to avoid this warehouse tax and so built a warehouse as above stated.

In June, 1842, Gen. John C. Fremont came to Kansas City on his first expedition across the plains. At this time he made his headquarters at Cyprian Chouteau's house, six miles west, but outfitted here at Kansas City. In his subsequent expeditions he made his headquarters with Wm. M. Chick, at Kansas City, while outfitting.

During the year of 1843, Wm. M. Chick, father of Jos. S. Chick, now President of the Bank of Kansas City, who was then living at Westport, saw the tendency of trade to concentrate at Kansas City, and removed to this place and built a warehouse here.

FROM 1843 TO 1846.

The suppression of the Mexican trade in 1843 was a severe blow to Independence and damaged Westport somewhat. The former was thrown back upon its resources of local trade with the adjacent country, and the latter was left dependent mainly upon its Indian trade. Aside from the loss by the warehousemen of the few cargoes they had been receiving, on account of this trade, Kansas City was not affected.



KANSAS CITY JOURNAL BUILDING.

THE GREAT FLOODS.

In 1843-4 events transpired here which have furnished material for many a fireside story among the old settlers. - These were the great floods and attendant adventures of these two years. That of 1843 was not so great as that of 1844, which was the greatest ever known in these rivers.

During the past Spring of 1881, the United States Engineer, having charge of the river improvements at this point, J. W. Nier, Esq., informed the press that he had information of great snows and large accumulations of water in the Upper Missouri and its tributaries, which rendered a recurrence of these floods not improbable. This called forth from John C. McCoy, Esq., the following graphic historical sketch of the great flood, which will be interesting in this connection :

"The subject of floods in the Missouri and Kansas River in the past, and the probabilities of their recurrence in the future, is neither a pleasant or popular theme to talk or write about just now, and those who indulge in speculations or predictions of danger are looked upon as croakers and birds of evil omen, especially by those whose interests would be in jeopardy in the event of their fulfillment. This is very plainly shown by the way many persons interested in West Kansas City and the bottom lands of the river have received warnings and statements of the United States engineer as to the probable danger of a devastating flood in the Missouri River, and which appeared in the *Journal* a few days ago. His statements have, I think, provoked a good deal of unjust and unnecessary criticism and comment. He is a stranger to me, but holding the position of trust and responsibility he does in the engineer service of the Government, we may safely conclude that he is at least theoretically competent, and certainly possesses the most correct information obtainable to enable him to form a proper estimate of the danger to be apprehended. Not only this, but it is his special business to study the situation. He is in possession of all the facts and facilities requisite to form a correct conclusion in the premises.

"Now, granting that it is his deliberate judgment, formed from these sources, that the dire calamity of a devastating flood was likely to sweep over the West Kansas City bottoms, causing the loss of millions of dollars value in property and perhaps many lives, his failure to give timely warning, would, under the circumstances, be looked upon as little short of murder; and then, if his predictions fail and the elements over which he has no control are propitious, why then he subjects himself to ungenerous flings and jeers. His situation in the premises is one of great responsibility and certainly by no means to be envied. Having some knowledge of facts connected with floods in the Missouri River, I will venture, disagreeable as the subject may be to many, to briefly state them. Physic, albeit nauseating, is sometimes very beneficial to general health. We may sincerely hope the general health in this case is in no danger at present. The records of the past tell us of only three floods that may be regarded as devastating, viz: In 1782, 1826 and 1844. (One other in 1843 only partially so, and many others where the overflows caused little or no damage.) According to my recollection, the overflow of 1843 occurring the last of May and the first of June, reached a height about six feet lower than that of the succeeding year of June, 1844, and the damage was correspondingly less. The winter of 1842-3 was a long, hard one with much snow toward the mountains. In January there was a general thaw and break up with fine wetaher lasting nearly three weeks and the steamer "Ione" ascended the river to Kansas City. On the day of her arrival it turned suddenly cold, the river froze up again and so remained until near the 1st of May, during which time the boat remained near the foot of Grand avenue.

"The rise of water in 1843 was high enough to wash away some heavy new one-story log houses standing near the river bank at the lower end of Harlem, which I had put up at the beginning of winter. I stood on the levee one day and

witnessed their departure with sudden lurch and a graceful sweep of the upper end toward the river that mingled and melted away in the boiling flood.—Have I told this story so often that I really believe it was an actual occurrence, and that rumors of the snowfields to the northwest, caused me as soon as the ice was out of the river, to vamose the imperiled ranch? Nay, even before that occurred that I pulled down one house and hauled the hewed logs across on the ice and put them up to live in near the foot of William street? Does any one doubt the correctness of this statement? And that this occurred in 1843, the year before the great flood? I hope not, for I am now going to say something of another flood that far exceeded this one in its desolating effects—that which occurred from the 13th to the 16th of June, 1844. The water rose to a height of six feet or more above that of the previous year. The Missouri River at about the 13th was only a few feet over the bottom lands, but the great volume of water that came down the Kansas River madly rushing against the mighty Missouri caused the seething waters to pile up at the mouth, no doubt several feet higher than they would have done had they met at the point of junction more obliquely.

“On the morning of the 14th, Col. Wm. M. Chick, who was temporarily occupying with his family a house he owned, which stood on the east side of Turkey Creek, not far southeast of the State Line house, was surprised to find the water just rising above the banks of the creek. By 9 o'clock it had reached the door step, and as the ground was lower toward the hills eastward, he deemed it advisable to seek a place of safety on higher ground, which they succeeded in doing with the aid of a canoe or small boat. His daughter, Mrs. Peery, went to the hills near Twelfth Street on a horse, the water being then about mid-side to the horse near the hills. From thence she made her way to my house, two miles south of the city, and astonished me by her statement of facts. I galloped down to the ferry across the river, which I owned, and ran at that time, and taking a skiff with Col. John Polk, we made our way, with great difficulty and danger, up through the woods to the house, where we arrived at about twelve o'clock, and found the water about waist deep on the lower floor. We secured as many articles as our skiff would carry, placed the balance out of the reach of the water, and made our way back to the ferry, where I immediately secured a party of about ten persons to take up the ferry flat to secure that which was left.

“The seething, foaming flood of water was not only dashing madly onward in the river channel, but it swept across the heavily timbered bottom of West Kansas, from bluff to bluff, with a roar almost deafening. With the aid of twenty or more men in rounding the rocky headland above the bridge, we finally reached the building about four o'clock p. m., when we found the water had reached nearly to the upper floor. Placing the boat beside the house we tore off a portion of the roof, the eaves of which was probably five feet above the boat—the upper window being too small to pass out the furniture. Being now nearly dark we held a council, and decided to tie up for the night, deeming it unsafe to venture into the river in the dark. So we ran up to the smoke-house, built of heavy logs, in which about 5,000 pounds of bacon was floating about, and there spent the long, dreary hours of the night in roasting bacon and hams and telling marvelous tales of blood-curdling scenes that never happened, probably.

“In the morning we found that the depth of water under our boat was at least ten feet, and the water still rising.

“Now, those who feel disposed to believe the above statements of facts can make their own estimate of the rapidity of the rise of water in twelve hours from the morning of June 14. I make it from eight to ten feet. Is this incredible? If so, ask Col. Polk, Allen McGee, William Mulkey, and others who spent the night with me in that flood of waters.

“I will now mention only one other episode of that eventful day in West Kansas. During the night of the 15th, and the next morning, from time to time

loud cries of distress were heard over at Wyandotte, in the direction of the residence of Louis Tromley, who then lived near the Missouri south bank, just east of the State line. Those who listened to those cries knew full well that the old man was in deep trouble, as well as deep waters, but the impetuous Kaw forced its mad waters into the broad sea of the Missouri with a current so rapid that it was impossible to get the ferry flat across to the opposite woods (for there were no banks then) without cordeling the boat some distance up the Kaw, and before this could be done darkness had overspread the desolate scene. At early dawn brave hearts and strong arms were ready for the rescue. Isaiah Walker, Ethan Long, Russell Garret, David Froman, and Tall Charles, of Wyandott, soon made their way with the boat, cutting their way through the woods, to poor old Tromley, whom they found perched in a tree, and a few hundred yards farther on his wife in another tree, and a short distance further his boy sitting astraddle of the comb of the house which was just beginning to sway into the seething waters of the river.

"Tromley had tried to make his way to Wyandotte on a log, in order to procure a boat and help, but finding he would be inevitably swept into the Missouri, he desisted from his effort and betook himself to his perch in the tree, and thus passed the long vigils of that dreary, desolate night to those three helpless persons. Poor Tromley meanwhile trying throughout its long watches to cheer and comfort his terrified wife and boy, whom he was unable to reach. The rescuers took them to the hills, near Twelfth street, on their way, picking up some others as they went. Soon afterward old Tromley's house, with his favorite dog perched upon its top, was seen by the hundreds gathered on the hillsides passing rapidly down in mid current and Poor Tromley, who had just arrived, called to his dog by name, who set up a mournful wail, and the old man seemed disposed to dash in to its rescue. During this day, the 15th, the Wyandotte rescuers, were busy saving persons and property in the West Kansas bottom until darkness closed their labors, theirs being the only boat that operated on that day, and after that none was needed for nothing was left to save of life or property. On the same day I went down with an old horse boat I had and brought up Mrs. Chouteau and her household goods from her homestead below East Kansas, to the high grounds above.

"Now, Mr. Editor, I have written these few incidents of the great flood of 1844 not as a sensation, for the facts are just as I have related them without any undue coloring. Neither have I done so to create any unnecessary alarm, for I don't know that there are any grounds for any, but simply to communicate some facts that everyone having interests in the river bottoms ought to know. But smart people may laugh me to scorn, and so they would have done to old Tromley a day or two before he went to roost in that hackberry tree, had he been guilty of the same indiscretion. I have seen times when I would have felt supremely happy to be sitting astraddle of a good dry log with my neither extremities dangling in the waters beneath."

The great flood of 1826 has already been mentioned in this history as having washed away the house of Mr. Chouteau, opposite Randolph Bluffs, which caused him to remove higher up the river and to higher ground. Little is known of this flood, but it doubtless was not such as to cover the ground to which Mr. Chouteau removed; for it is not probable that after being washed away once he would rebuild below the high water line. However, the flood of 1844 proved that he made a mistake, for it washed away this second house which he had built. It also washed away the warehouse built by W. G. & G. W. Ewing, which was in the same vicinity, both being below the limits of the land of the Prudhomme estate, which had been partly laid off into town lots in 1839. It also washed away the warehouse built by the town company in 1839, and rose to the door of Wm. M. Chick's warehouse. This latter warehouse stood at the corner of Main street and

the levee, and on ground fully six feet higher than the ground at that place at this time. The old log cabins built by the Frenchmen in 1826, on the river front and in the West Kansas bottoms, were all washed away, and that was about all there was of Kansas City at that time. During the flood steamboats ran up to Mr. Chick's warehouse door, which shows that they were floated over our present levee at an altitude fully six feet above the present level of the street.

This flood had no material effect on the course of trade, as it did no damage at Blue Mills, at which point most of the Indian and Santa Fe trade was then effecting its exchange between boats and wagons, and it did not cause any of the warehouse business that was being done here, to drift away. It was of material advantage, however, in a local way, for two of the leading warehouses were below what was then the town, which diverted trade to that point. These were Chouteau's and Ewing's, and by the washing away of these, the trade was drawn to Chick's warehouse, which was in town. Thus this great calamity was an advantage to what was then Kansas City, and every great calamity since, except the war, has equally redounded to her advantage, as the sequel will show.

OTHER EVENTS OF 1843 TO 1846.

In 1844, H. M. Northrup, now a banker at Wyandotte, Kansas, came to Kansas City with the largest stock of merchandise that had yet been offered here, if not, in fact, the largest stock that had yet been offered at any place near this angle of the river. He made an effort at once to do a jobbing trade with the traders in western and southwestern Missouri and the Indian country, and was very successful in establishing that kind of a trade; so much so that he soon became an important jobbing merchant, and shipped goods to local traders two hundred miles down the border of Missouri. This was the first attempt at a jobbing trade in Kansas City or on this border, and was the fitting super-position of a civilized distributive trade upon the old distributive trade of the French with the Indians; and preserved that distinctive feature of trade as Kansas City passed from the French-Indian era into an era of civilized commerce. Mr. Northrup was a most important element in the early development of Kansas City, and in the building up of his business did more than any other man of that time, to build up the town.

In 1845, James H. McGee made some brick on his farm south of the then town, and built the first brick house ever built in Kansas City. From this lot of brick J. C. McCoy, who then conducted the ferry at this place, built the L part of a brick house, which still stands on the bluff, between Grand avenue and Walnut street. These were the first brick made in Kansas City, and the first laid here.

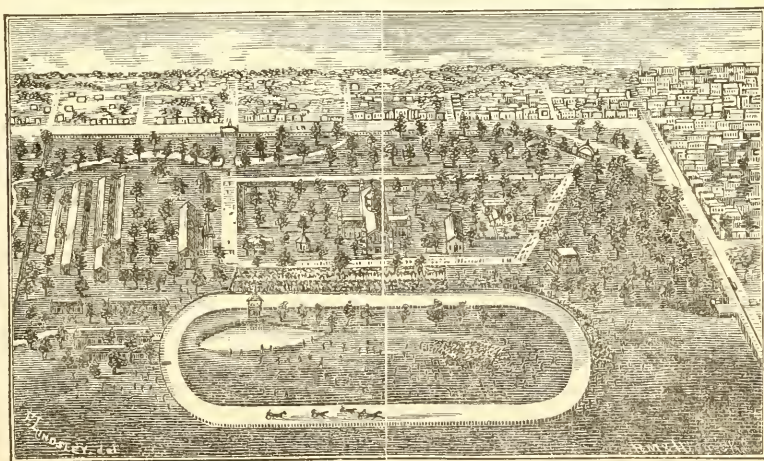
RENEWAL OF THE MEXICAN TRADE.

In 1845 the Santa Fe trade was resumed with larger proportions than before, and with many new men engaged in it. By this time steamboatmen had become better acquainted with the river and had come to appreciate the natural rock landing at the town of Kansas, which was then superior to that of Blue Mills or Wayne City. The traders had also come to appreciate the advantages of this as a starting point. Before the suppression of the trade in 1843 they had learned the advantage of herding their teams on the prairie across the line in the Indian country, and to a considerable extent had adopted the custom of keeping their teams there, making their own headquarters at Westport, then the nearest town, and waiting until their goods arrived at Blue Mills, when they would hitch up and go after them. To this fact Westport owed whatever share of the trade she enjoyed prior to that suppression. This custom was established with the re-establishment of the trade in 1845, and then the hardship of going twelve miles after their goods through a wooded country had been greatly increased by the settlements and cutting up of the country into farms, hence there arose a more urgent necessity for a

nearer landing. Messrs. Bent and St. Vrain, who were among the oldest Indian traders on the plains, and who understood the advantages of this point better than many others who had engaged in the Santa Fe trade, landed a cargo of goods here this year, which, it is stated in Spalding's "Annals of Kansas City," published in 1858, was the first cargo of goods that ever went from this point in a train to Santa Fe. Others followed their example, so that in 1846 the people of Kansas City had what they regarded as a fair show of the trade.

THE EFFECT OF THE MEXICAN WAR.

During the winter of 1845 and 1846, the Mexican war was impending, and preparations were being made at Fort Leavenworth and all along the border, for the expeditions that were to be started out in the spring. This gave a great impulse to the trade and prosperity of the border towns; for now, more than ever was the advantages of this angle of the river as a point of departure for the south-west appreciated. It was the nearest point, to the scene of the struggle, that could be reached by water. To stop below was to increase the wagon transportation over bad roads, and to go above was to increase the distance. Besides, at this angle of the river was the best landing and the best roads leading to Mexican territory. This locality, therefore, became the focus of outfitting and departure. Recruiting offices were opened in the border towns, and suttlers and quartermasters outfitted at them. Westport landing then became much more important than it ever had been before, as a place for transferring goods from steamboats to wagons, though it was not enough of a place to do much in the way of outfitting. Weston, Parkville and Liberty, but more particularly Independence and Westport, were greatly benefited by this trade; the latter two places enjoying the largest part of the outfitting business. Westport was chiefly benefited, and at that time got an impulse that speedily raised it to rank with Independence. However, Kansas City felt the impulse of the preparations that were being made during the winter, and from the anticipation of the large amount of warehousing, and receiving and forwarding of military and suttler's goods, outfits and supplies, soon to occur, it acquired new and improved prospects. These facts, united with the tendency the Mexican trade had shown the previous year to come to this place, led the town company to adjust their differences, and lay anew the foundation of the future city.



BIRD'S-EYE VIEW OF THE KANSAS CITY EXPOSITION GROUNDS.

CHAPTER VI.

KANSAS CITY REDIVIVUS.

Reorganization of the Town Company—The First Great Sale of Lots—An Interesting Record—Bad Titles—Further Surveys and Sales—The Company Dissolved—Town Development—The California Emigration—The Concentration of the Santa Fe and Indian Trades at Kansas City—Cholera and its Direful Effects—Municipal Organization—The First Newspaper—Revival After the Cholera.

The events chronicled in the last chapter concerning the movement and development of trade, together with the settlement of the question concerning the title of the town company to the Prudhomme estate led to a revival of the town building feeling. A meeting was held on the 28th of February, (1846), at the house of Wm. B. Evans, at which time were present Messrs. William Gillis, Fry, P. McGee, Jacob Ragan, Wm. B. Evans and John C. McCoy. These gentlemen, together with Robert Campbell and H. Jobe now held the fourteen original shares, some of the original parties having sold out to some of their associates or to the new parties here introduced into the company. The fourteen shares always existed so long as the company existed, but some members held two or more. The record of this meeting is as follows:

"On motion of F. P. McGee, ordered that a sale of lots be advertised to take place on Thursday, the last day of April, next, and to be sold on twelve months credit, reserving the title of said lots until the money is paid, and to bear interest from due until paid at the rate of ten per cent per annum from due until paid."

"On motion of Wm. Gillis ordered that the above sale be advertised in the following newspapers."

The names of the newspapers do not appear however in the record.

A settlement of the sales of 1836 was now made with the purchasers of lots at that sale. Interest was charged on the purchase price at ten per cent for six years, making the total for that sale, \$11,482.88; the money was collected and titles made, the deeds being signed by each member of the company and the wife of each member, which was an expensive and laborious way of making titles.

While the sale ordered at this meeting in February was being advertised a new survey was made by John C. McCoy. At this time he adopted the survey of 1838, and extended it back to the township line and east half a block beyond Grand avenue, then called Market street, and west three hundred feet beyond Wyandotte street.

THE FIRST GREAT SALE OF LOTS.

The sale was held as advertised, and the original records of the company show that one hundred and twenty-seven lots were sold singly and two whole blocks together, Robert Campbell being the purchaser of the two blocks, for which he paid three hundred dollars. These two blocks were those lying between Fourth and Fifth streets and Wyandotte and Main streets, now the center of Kansas City's Jobbing Trade. The highest price paid for any one lot sold at this sale was three hundred and forty-one dollars, paid by Wm. M. Chick for lot No. 9. A few others in the same vicinity on the levee between Wyandotte and Walnut streets sold for between two and three hundred dollars, but most of them went below one hundred. The amount for which some of the lots were sold

is not carried out in the original record, but the total of those carried out is \$8,-137.42. A copy of this record made at a later date foots up the sale \$8,643.62. Spaldings Annals states this aggregate at \$8,625, and the average at \$55.65, but the records of the company do not appear to contain the data for such calculations.

AN INTERESTING RECORD.

A very interesting feature of the record of this sale is that it gives the vocation of most of the purchasers, as well as their names, and this shows what kinds of business prevailed here at that time, as well as who lived here. Thus it is shown that there were seven farmers among the purchasers, Jacob Ragan, N. Ross, W. G. Barkley, F. P. McGee, John Park, Peter McGee and Thomas A. Smart; four merchants, H. M. Northrup, W. M. Chick, P. M. Chouteau and Thos. Elliott; three butchers, John Javins, H. Javins and Thos. Javins; three doctors, Jos. O. Boggs, Benoist Troost and S. G. Harlan; two carpenters, Henry Jobe and M. Walden; two grocers (saloon keepers in these times), Geo. Hudson and A. G. Yancy; two traders, F. H. Booth and B. Linkingfelter; two laborers, Henson Javins and Peter Belanger; two brick makers, Wm. B. Pruddy and Jas. Pruddy; two brick layers, Wm. Champagne and Franklin Barnes; one landlord, Wm. B. Evans; one pilot, Chas. Dripps; one lawyer, L. Kaufman; one broker, Chas. Horning; one stone mason, D. Edgerton; one Santa Fe trader, B. Pruitt; one surveyor, John C. McCoy; one tailor, J. A. Stull; one gunsmith, Gabriel Phillebert, one wheelwright, Moise Belmar; one school master, Lott Cauffman; one Indian, Isaac Zane, and one gentleman, Wm. Gillis. A "gentleman" in those days signified a man who had no regular business, and lived without labor. There were also among the purchasers Robert Campbell, formerly of the Rocky Mountain Fur Company, Thos. Breeze, Edward F. Hand, Lewis Ford, David McWilliams, Robert Hudgins, Elijah Jackson, S. D. Ray and Mr. Parsons, whose vocations are not stated in the record.

Notwithstanding the inability of the company to make titles or sell lots between 1838 and 1846, the tendency of trade to transfer itself to this point, caused an accumulation of people here for various purposes, so that at the time of this sale, in April, 1846, it was estimated that the town had already a population of not less than three hundred.

BAD TITLES.

Notes were taken for lots sold in 1846, having fallen due in 1847, on the 1st May, of that year, P. M. Chouteau, son of Francois Chouteau, was appointed by the company to collect the money. On the 3d of May, Fry P. McGee was also appointed to collect. At this time, of course, titles had to be given to the lots, as the notes were collected, and the method employed the previous year—that of each member of the company and his wife signing the deed—was too slow and cumbersome to be re-adopted, hence a power of attorney was given to Mr. Chouteau to sign the deeds for the company. This he did, but signed them by his own name as "attorney-in-fact," without signing the name of the company by himself as "attorney-in-fact." This was afterward found to be irregular, and it gave rise to much trouble in adjusting titles.

While referring to this subject, it may be as well to mention another fact which subsequently arose to cause some litigation and trouble. A posthumous daughter was born to Gabriel Prudhomme after proceedings for sale in partition had been initiated by the other heirs. In this situation the order of court naming the heirs among whom the proceeds of sale were to be divided did not mention her, and hence the commissioner paid her nothing. She afterward became the wife of Col. M. J. Payne, now president of the Kansas City Gas Company, and suit was brought for her portion. This suit was not successful in its object, but for a long time it caused a cloud to rest upon the title to every lot in the Prudhomme estate.

FURTHER SURVEYS—THE COMPANY DISSOLVE.

In May, 1847, the company decided to lay off the balance of their land into lots. Accordingly, a contract was made for the clearing of the land east of Market street (Grand avenue) to "Phillibert's Branch," about Campbell street, running back to Fifth street; and John C. McCoy was employed to lay off the balance of the land into lots. All this having been done, another sale of lots was held July 17, 1847, at which twenty-three lots were sold for an aggregate of \$1,475.30.

On this same day—July 17th—the company decided to close up its affairs, and divide proceeds. Accordingly, Messrs. McGee, Gillis and Evans were appointed to make a survey of the assets of the company, preparatory to such action. On the 30th of September following, the division was made, lots and notes being apportioned to each share in the company, in as nearly equal values as possible. The company appears here to have practically gone out of existence, as the record shows no further proceedings, except some business transacted for it by McCoy and Gillis, in disposing of a few lots overlooked by the committee, in the division of the proceeds.

TOWN DEVELOPMENT.

At the time of the first sale above referred to, April 30, 1846, it was estimated that there were about three hundred people in the new town, nearly all settled along the river front. However, under the impulse of the Mexican war and Santa Fe trade, added to the Indian trade already existing, the place grew rapidly, and before the close of the year, the population was estimated at seven hundred. New warehouses and outfitting houses were established, trade facilities became much enlarged, and the tendency of the Santa Fe and Mexican war trades to concentrate at this point largely increased.

The next year, 1847, Colonel Charles E. Kearney, now of this city, located in Westport, and went into business with W. R. Bernard, still a citizen of that place. Mr. Bernard was at that time engaged with Colonel A. G. Boone, in Indian trading, and Colonel Kearney had been for some years previous trading in Old Mexico, from southern points. The new firm opened a large outfitting house for the Santa Fe traders, and thus supplied the only lacking facility for transferring the trade to the border, and obviating the eighteen miles haul and the bad roads, and the rendezvous twelve miles from the depot of supply. Kansas City, in her new warehouses, in her unequaled natural steamboat landing, and her near proximity, supplied all the balance. For the next three years Westport was the headquarters of the trade, but Kansas City was rapidly absorbing it.

CALIFORNIA EMIGRATION.

The excitement incident to the revival of the Santa Fe trade and the Mexican War, was supplemented by the California gold excitement in 1849. The progress of Kansas City meantime was rapid, for a new town, against older, more populous, and better known towns. Still, she had not, up to this time, advanced to a point where she could successfully compete with Westport and Independence for this new trade, and while it lasted they had the lion's share of it. The emigration was large through this locality, for it was soon found that on the more northern routes the springs were later, and the winters came earlier, not giving emigrants time to get through. Besides, the routes up the valley of the Kansas River, or over the prairies toward Santa Fe, were by far the best for the emigrants. Many of them came by boat to this place, and outfitted here. It was useless to go higher up the river, for they got no nearer to California by doing so, besides which they lost their time, and approached the latitude of shorter seasons. Here again this locality vindicated its natural advantages, and again Kansas City

vindicated her natural advantages as the best steamboat landing on the river, and her rightful claim to the business being done from neighboring points.

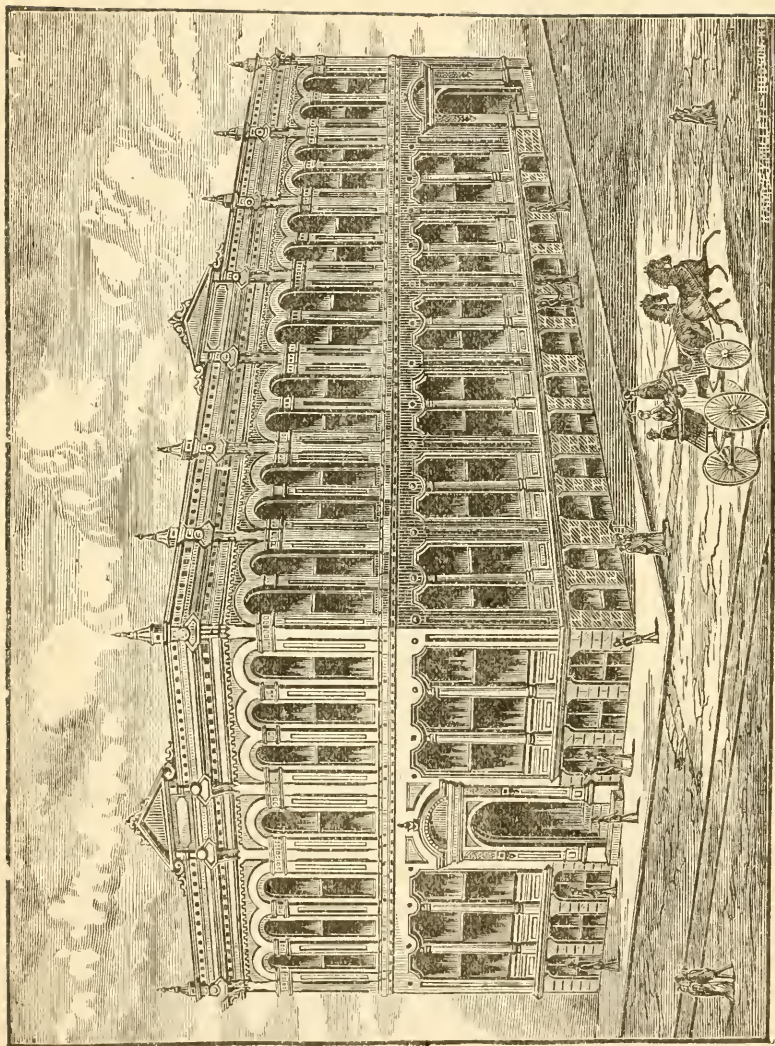
CHOLERA AND ITS EFFECTS.

At the same time this new element of trade and town development came into existence, there came also that dread scourge, the cholera. It came first in 1849. It first made its appearance among some Belgians brought here by Mr. Guinotte and Mr. Chouteau. There were about eighty of them camped below town, and the cholera proved very fatal among them, and soon spread to other classes of the populations and to Independence, Westport and other neighboring places. From the earliest history of this disease, it appears to have traveled farthest and fastest and with deadliest effect along water courses. Wherever it has taken epidemic form in this country, it has shown this peculiarity to a marked degree, and once possessing itself of a footing on the Mississippi it has penetrated all the ramifications of its tributaries. Kansas City this year having a large trade and many steamboats touching her levee from points below, received the scourge in its most fatal form. It followed the California emigrants in 1849 and 1850 on to the plains, and besides decimating their numbers also greatly depressed the trade and emigration. In 1850 there was little if any of it in Kansas City, or in the adjacent cities of Independence and Westport, and, though it had caused the flight of many people from here, they returned, and in 1850 Kansas City had a population of between 700 and 800.

THE SANTA FE TRADE DRIFTS TO KANSAS CITY.

But though Kansas City did not participate to any great extent in the rich harvests of the Mexican war and California emigration trade, she felt the stimulus of it and grew rapidly. And as she grew, adding warehouses and outfitting stores to the facilities of her natural landing, she began more and more surely to command the Santa Fe trade. At a banquet given by the merchants Christmas day, 1857, Col. E. C. McCarty made a speech, a report of which is here copied from the *Journal* of contemporaneous date, because of its historical value :

“He said he was a poor speaker, but would make some few statements as to the Santa Fe trade. He had been engaged in it as early as 1828, having come to Missouri in December of that year. The Santa Fe trade was then in its infancy, from \$50,000 to \$100,000 being the amount of merchandise transported annually across the plains. In those days there were very few trains with more than two or three wagons, and it was customary for all the Mexican traders to meet at Council Grove, organize into a company under a captain there chosen, and so proceed on their journey under his direction. The press of the whole United States then used to make particular mention of the departure of the Santa Fe caravan from Council Grove, and like notice was given of their return. It was almost universally the case in those early days for some one or more of the party to be scalped by the Indians. The trade gradually commenced to increase year by year, and has multiplied to the present almost incredible amount. I was informed two years ago, by Dr. Connelly, probably the largest trader in New Mexico, that the Santa Fe trade across the plains then amounted to five millions of dollars, nearly all of which passed through the City of Kansas. It was on this statement of the amount of trade as set forth as above, that he succeeded in forcing the passage of a bill by the Legislature establishing a Court of Common Pleas in this city, while bills sent in in favor of other counties were rejected. In the spring of 1847 he, in company with Mr. Russell, now (1857) of Leavenworth, started the first train from this city to New Mexico. Old Mr. McDonald went in charge of it, and was the first man that ever crossed the great American Desert with a wagon. Mr. Northrup was the first merchant he had the pleasure of doing business with in Kansas City, and their business operations have been continued



KANSAS CITY MERCHANTS EXCHANGE BUILDING.

until the present time with high satisfaction to the speaker. Mr. Northrup was one of those men who had taken an early day for settlement in Kansas City and had stuck to it ever since. In the spring of 1850 his brother, then in New Mexico, came in as a partner of Capt. St. Vrain, and through their influence and his own, all outfitting trade, previously done in Independence, was brought to this point, and from the year 1850 dates the era of Kansas City trade with New Mexico. Six hundred wagons started from this point that year. Was engaged, as one of the firm of Brown, Russell & Co., during the summer and fall of 1850, in transporting the army supplies from Fort Leavenworth to the western forts, and from their knowledge of the routes they offered the Government to receive the freight at St. Louis, and pay freight and insurance on the same from thence to this point if the Government would permit them to land the goods here instead of at Fort Leavenworth, as the advantages of the route from this point would more than compensate for the additional expense. The Government refused to do it—for who ever knew an army officer to walk ten steps out of his way to accommodate anybody? Their loss, in consequence of not being permitted to start from this point, amounted to sixty thousand dollars, one item in which was 600 yoke of oxen. For a number of years it was customary to transport all goods over the plains by mules, as it was thought impossible for oxen and wagons to be used. He was the first man that started an ox team across the plains from this point, and they had been used altogether ever since."

At the time of the occurrences here referred to by Col. McCarty, Kansas City had not probably more than five hundred inhabitants, owing to the effects of the cholera in 1849 in driving people away. In 1850 Kansas City, Independence and Westport were none of them incorporated towns, hence the census of that year does not give the population separate from that of the townships in which they were located. Lexington, however, was a considerable place, and Weston had a population of 3,775. The growth of these two places was due to the large production of hemp in those days, for which they were the markets.

CHOLERA AGAIN.

However the rapid development of the city promised by the fact here noted by Col. McCarty it was destined to receive a serious check by the re-appearance of the cholera in 1851. At this time it created a panic, which speedily reduced the population to about three hundred. People literally deserted the town and fled in all directions. The scourge revisited the place in 1852, and revived to a considerable degree the previous panic. That year forty-eight deaths occurred in Westport within twenty-four hours after the appearance of the disease, and there were in a like space of time about forty deaths in Independence and twenty or more in Kansas City. Owing to this circumstance the outfitting business for the Santa Fe trade and the trade on and across the plains did not fully concentrate itself here until several years afterward—about 1856 and 1857.

MUNICIPAL GOVERNMENT.

There was no municipal government in Kansas City prior to 1853. Previous to that time the peace was preserved and difficulties were adjusted by a township Justice of the Peace and a constable, but a circumstance occurred in December, 1852, which led to the establishment of municipal government. This circumstance was the arrest of a man for some light offense by the constable, upon whose trial it was discovered that the commission issued to the authorities was for the next congressional township east, which located their jurisdiction at least six miles from where they had been exercising their authority. This led to a movement looking to municipal organization. That winter, February 22, 1853, a charter was obtained from the State, and in the spring of 1853 a municipal government was organized. The land embraced in Kansas City, according to this charter, was

bounded by the river on the north, by Summit street on the west, by Ninth street on the south, and on the east by the alley between Holmes and Charlotte streets, and therefore embraced much that was not yet, nor for two years to come, laid off into town lots. All that was platted at that time was the old Prudhomme estate, the boundaries of which have already been given. At the election, W. S. Gregory was elected mayor, but served only a short time when Dr. Johnson Lykins was elected to succeed him. Dr. Lykins was re-elected next spring, and in the spring of 1855 John Johnson was elected, but resigned a month afterward. M. J. Payne succeeded him, and held the office till 1860.

A list of city officers from the organization of the town to the present time is here inserted:

1853—Mayor, W. S. Gregory, Johnston Lykins; Treasurer, P. M. Chouteau; Assessor, G. W. Wolf; Register, S. W. Bonton; Marshal, N. B. Hedges; Attorney, Judge Nelson; Councilmen, Wm. G. Barkley, Thompson McDaniel, M. J. Payne, Wm. J. Jarboe, T. H. West, Johnston Lykins, T. S. Wright.

1854—Johnston Lykins, Mayor; H. M. Northrup, Treasurer; Hallom Rice, Assessor; John Curtis, Wm. G. Barkley, Registers; J. P. Howe, Marshal; John Curtis, Asa Bartlett, City Attorneys; Councilmen, Benoist Troost, J. C. McNees, Daniel Edgerton, Caleb Keer, M. J. Payne, Tilman H. West.

1855—John Johnson, M. J. Payne, Mayor; E. R. Threlkeld, Treasurer; J. W. Summers, Assessor; M. J. Payne, W. S. Bouton, Registers; Fred Breckenridge, C. C. Spaulding, City Engineer; J. P. Howe, Marshal; Asa Bartlett, City Attorney; Councilmen: Caleb Keer, A. T. Gilham, John W. Ammons, John S. Campbell, T. J. Wilson, John C. McNees.

1856—M. J. Payne, Mayor; E. R. Threlkeld, Treasurer; J. P. Howe, Assessor; S. W. Bouton, Register; Robt. J. Lawrence, City Engineer; J. P. Howe, Marshal; S. W. Bouton, City Attorney; Councilmen: John Johnson, T. J. Wilson, Caleb Kerr, John S. Campbell, A. T. Gilham; Wm. J. Jarboe, N. B. Hedges.

1857—M. J. Payne, Mayor; E. R. Threlkeld, Treasurer; F. M. Barnes, Collector; S. W. Bouton, Assessor; John S. Hough, S. W. Bouton, Register; C. P. Wiggins, E. O'Flaherty, City Engineer; J. P. Howe, Marshal; Wm. A. Strong, City Attorney; Councilmen: R. J. Lawrence, Wm. J. Jarboe, R. T. Van Horn, A. T. Gilham, Michael Smith, I. M. Redge, D. J. Williams. On the 17th of August this council resigned and the following were elected; Wm. J. Jarboe, John Johnson, James A. Frame, T. B. Lester, I. M. Ridge, John A. Boarman.

1858—M. J. Payne, Mayor; E. P. Threlkeld, Treasurer; D. L. Shouse, Collector; Lott Coffman, Jas. A. Gregory, Assessors; J. W. Robinson, L. B. Scott, Register; J. Q. Anderson, Engineer; S. M. Gilham, Wharf Master; F. M. Barnes, Marshal; J. W. Robinson, City Attorney; Councilmen: T. B. Lester, John W. Ammons, John S. Hough, Michael Smith, Charles Long, George W. See.

1859—J. M. Payne, Mayor; John A. Boarman, Treasurer; D. L. Shouse, Collector; S. W. Bouton, Assessor; Daniel Geary, Register; J. Q. Anderson, City Engineer; S. M. Gilham, Wharf Master; W. A. Pollard, Wharf Register; Jonathan Richardson, Marshal; John W. Robinson, City Attorney; John W. Summers, Recorder; Councilmen: J. B. Higgins, E. M. McGee, L. A. Schoen, E. B. Cravens, Theodore S. Case, N. C. Clairborne.

1860—G. M. B. Maughs, Mayor; John A. Boarman, Treasurer; S. D. Vaughan, Collector; J. K. Staw, Assessor, Daniel Geary, Register; C. L. DeHam, City Engineer; J. E. Jewell, W. V. Pulliam, Wharf Master; Thomas Oliver, Wharf Register; Jonathan Richardson, City Attorney; John W. Summers, Recorder; Councilmen: Lott Coffman, W. V. Pulliam, W. W. Ford, A. L.

Harris, John Campbell, D. A. N. Grover, W. J. Jarboe, D. M. Jarboe, Dennis O'Brien.

1861—R. T. Van Horn, Mayor; John A. Boarman, Treasurer; S. D. Vaughan, Collector; E. O'Flaherty, Assessor; Michael Smith, Register; E. O'Flaherty, City Engineer; Thos. Oliver, Wharf Register; Geo. F. Irwin, Wm. Holmes, Marshal; J. S. Boreman, City Attorney; Geo. W. Taler, Recorder; Councilmen: D. A. N. Grover, A. L. Harris, Patrick Shannon, Charles Long, J. E. Snyder, M. J. Payne, B. M. Jewett, N. Vincent, Johnston Lykins.

1862—M. J. Payne, Mayor; J. A. Bechman, Treasurer; S. D. Vaughan, Collector; E. O'Flaherty, Assessor; M. Smith, Register; Bernard Donnelly, Register; E. O'Flaherty, Engineer; F. R. Lord, Wharf Master; D. M. Jarboe, Wharf Master; John Joyce, Wharf Register; Wm. Holden, Marshal; William Quarles, City Attorney; Geo. W. Toler, Recorder; Councilmen: Joshua Thorne, M. Diveley, E. M. Sloan, J. R. Ham, John Kaney, Lewis Deardorf, Thomas Burke, P. Switzgable.

1863—William Bonnefield, Mayor; A. B. Cross, Treasurer; C. F. Smith, Collector; D. M. Jarboe, Assessor; B. Donnelly, Register; R. B. Whitney, Engineer; Fred. Von Longinan, F. McMillian, Wharf Master; W. B. Hoagland, Alphonso Hughes, Wharf Register; Dennis O'Brien, Marshal; William Quarles, City Attorney; A. Ellenberger, Recorder; Councilmen: C. W. Fairman, P. Switzgable, W. C. Holmes, F. Timmerman, F. P. Flagler, Lewis Deardorf, Thomas Burk, Charles Dwyer.

1864—R. T. Van Horn, P. Shannon, Mayor; S. D. Vaughan, Treasurer; R. Salisbury, E. B. Cravens, Collector; E. O'Flaherty, Assessor; B. Donnelly, Register; William Miller, Engineer; T. R. Lord, Wharf Master; John Joyce, Wharf Register; Dennis O'Brien, Marshal; Charles Carpenter, Attorney; A. Ellenberger, Recorder; Councilmen: C. A. Carpenter, Jas. Mansfield, Charles Dwyer, T. S. Case, Thomas Burk, B. L. Riggins, Aaron Raub, P. C. Causey, P. Shannon, P. S. Brown.

1865—P. Shannon, Mayor; S. D. Vaughan, Treasurer; E. B. Cravens, Collector; E. O'Flaherty, Assessor; B. Donnelly, Register; William Miller, E. O'Flaherty, Engineer; Thomas Fox, Wharf Master; Samuel Quest, Wharf Register; Jeremiah Dowd, Marshal; T. B. Rummel, Attorney; C. A. Carpenter, Recorder; Councilmen: P. S. Brown, J. Q. Watkins, H. L. Hughn, E. F. Rogers, John Taylor, Gerhart Zueker, Thomas Burke, William Kalb.

1866—A. L. Harris, Mayor; S. D. Vaughan, Treasurer; Charles, Long, Collector; B. Donnelly, Assessor; D. O'Brien, Register; Edmond O'Flaherty, Engineer; H. G. Toler, Wharf Master; Phillip Ott, Wharf Register; Jeremiah Dowd, Marshal; Charles Carpenter, Attorney; C. A. Carpenter, Recorder; Councilmen: Charles Dwyer, John Bauerlein, Robert Salisbury, F. A. Mitchell, N. Vincent, Henry Tobener, Thomas Burk, David Slater, John R. Balis.

1867—E. H. Allen, Mayor; J. W. L. Slavens, Treasurer; James Lee, Assessor; Dennis O'Brien, Auditor; Oscar Koehler, Engineer; E. B. McDill, Wharf Master; A. T. Hoover, Wharf Register; T. J. Brougham, City Clerk; J. B. Brothers, Marshal; William Warner, City Attorney; P. Lucas, C. A. Carpenter, Recorder; Edmond Keller, Market Master; Councilmen: John Campbell, Herman Huckle, H. W. Cooper, E. A. Phillips, H. L. Hughn, E. H. Spalding, J. W. Keefer, Henry Speers.

1868—A. L. Harris, Mayor; George Sweeny, Treasurer; J. B. Drinkard, Assessor; Dennis O'Brien, Auditor; John Donnelly, Engineer; A. T. Hoover, Wharf Master; J. Draggon, Wharf Register; D. E. Dickinson, City Physician; T. B. McLean, T. J. Brougham, Mell. H. Hudson, City Clerk; J. L. Keck, Marshal; H. P. White, Attorney; C. A. Carpenter, Recorder; Edward Keller, Market Master; Councilmen: Wm. Smith, M. English, Junius Chaffee, J. W.

Cook, H. Hucke, John Campbell, H. W. Cooper, E. A. Phillips, A. H. Waterman.

1869—F. R. Long, Mayor; George Sweeny, Treasurer; C. F. Smith, Assessor; Dennis O'Brien, Auditor; John Donnelly, Engineer; A. T. Hoover, Wharf Master; Mell. H. Hudson, City Clerk; J. L. Keck, Marshal; D. S. Twitchell, Attorney; W. H. Sutton, Recorder; D. E. Dickinson, City Physician; Councilmen: Junius Chaffee, C. J. White, J. W. Cook, M. English, J. H. McGee, A. H. Waterman, T. J. Wolf, R. W. Hilliker.

1870—E. M. McGee, Mayor; George Sweeny, Treasurer; P. M. Chouteau, Collector; Robert Salisbury, Assessor; John T. Tobin, Auditor; John Donnelly, Engineer; A. T. Hoover, Wharf Master; Daniel Geary, City Clerk; Thomas M. Speers, Marshal; H. P. White, Attorney; C. A. Carpenter, Recorder; H. F. Smith, Market Master; D. E. Dickinson, City Physician; Councilmen: Junius Chaffee, John Campbell, C. J. White, P. J. Henn, J. H. McGee, John W. Keefer, D. Ellison, J. Lykins, T. J. Wolf, Thomas Burk, R. W. Hilliker, James E. Marsh.

1871.—Wm. Warner, Mayor; Samuel Jarboe, Treasurer; P. M. Chouteau, Collector; O. Chanute, J. J. Moore, Engineers; John J. Tobin, Auditor; Robert Salisbury, Assessor; Daniel Geary, City Clerk; J. W. Dunlap, City Attorney; D. A. N. Grover, Recorder; T. M. Speers, Marshal; W. C. Evens, City Physician; R. C. Gould, Market Master; John C. Gage, J. Brumback, Counselors; Councilmen, Junius Chaffee, John Campbell, William Weston, H. T. Hovelman, P. J. Henn, J. W. Keefer, David Ellison, J. Lykins, Jacob Toney, Thomas Burke, James Hannon, James E. Marsh.

1872.—R. H. Hunt, Mayor; H. C. Kumpf, Auditor; Samuel Jarboe, Treasurer; O. G. Long, Recorder; Wm. Sheppard, Marshal; John C. Campbell, Attorney; H. B. Toelle, Supervisor of Registration; Daniel Geary, J. Enright, City Clerk; J. M. Silvers, Chief of Fire Department; Sam. Winram, Inspector of Weights and Measures; W. C. Evens, Physician; H. L. Marvin, Engineer; P. M. Chouteau, Collector; R. C. Gould, Market Master; Robt. Salisbury, Assessor; J. Brumback, Counselor; W. A. M. Vaughan, Wharf Master; J. Y. Leveridge, Wood Inspector; Chas. Quest, E. H. Russell, Supt. Workhouse; Councilmen, Michael Flynn, Wm. Weston, Lyman McCarty, Michael Diveley, M. Horner, E. L. Martin, H. T. Hovelman, M. English, D. H. Porter, D. Ellison, Patrick Kirby, Patrick Fay.

1873.—E. L. Martin, Mayor; D. H. Porter, Recorder; H. C. Kumpf, Auditor; Wm. Weston, Treasurer; G. G. Neiswanger, Marshal; H. M. Withers, Attorney; D. L. Hall, Supervisor of Registration; M. McCormick, Supt. of Workhouse; Web. Withers, Collector; H. L. Marvin, Engineer; John Phillips, Market Master; John T. Blake, Robt. Salisbury, Assessor; E. H. Russell, Sanitary Sergeant; J. M. Silvers, Chief of Fire Department; A. M. Crow, Physician; A. Mayer, City Clerk; James Sweeny, Inspector of Weights and Measures; Thos. Cloudsley, T. McLean, Wood Inspector; J. Brumback, Counselor.

1874.—S. D. Woods, Mayor; James Farron, Recorder, H. C. Kumpf, Auditor; P. M. Chouteau, Treasurer; J. C. Tansney, Attorney; J. M. Ekdahl, Supervisor of Registration; F. M. Black, J. W. Dunlap, Counselor; E. O'Flaherty, Engineer; J. O. Day, Physician; W. B. Napton, Comptroller; M. E. Burnet, Chief of Fire Department; F. Fitzpatrick, Supt. Workhouse; M. Renahan, Market Master; Robt. Salisbury, Assessor; John Ryan, Inspector Weights and Measures; A. Mayer, City Clerk; Thomas Fox, License Inspector; Thomas M. Speers, Chief of Police. Councilmen, John Campbell, Jos. M. Beach, F. B. Nofsinger, A. C. Moffat, D. A. N. Grover, Dennis Levy, Chas. A. Ebert, W. W. Payne, O. H. Short, Ed. H. Webster, P. Kirby, Edward Kelley.

1875.—Turner A. Gill, Mayor; P. M. Chouteau, Treasurer; H. C. Kumpf, Auditor; W. H. Sutton, Recorder; Wash. Adams, Attorney; J. M. Ekdahl,

Supervisor of Registration; D. A. N. Grover, Comptroller; John C. Gage, J. Brumback, Counselor; Jas. Dowling, Superintendent Workhouse. Councilmen: J. M. Beach, John Campbell, A. C. Moffat, B. A. Feineman, Dennis Levy, G. W. Lovejoy, W. W. Payne, P. McAnany, Ed. H. Webster, J. W. Reid, Ed. Kelley, H. A. Simms.

1876.—Turner A. Gill, Mayor; P. M. Chouteau, Treasurer; L. J. Talbott, Auditor; W. H. Sutton, H. R. Nelso, Recorder; Wash. Adams, Attorney; J. M. Ekdahl, Supervisor of Registration; J. Brumback, Counsellor; D. A. N. Grover, Comptroller; Robert Salisbury, Assessor; A. A. Holmes, Engineer; Patrick O'Reilley, Market Master; Wm. C. Morris, Physician; J. W. Wirth, Supt. Workhouse; John Kelley, Inspector Weights and Measures; A. Mayer, E. R. Hunter, City Clerk; F. Foster, Chief of Fire Department; Thos. M. Speers, Chief of Police. Councilmen: John Campbell, W. S. Gregory, B. A. Feineman, D. R. Porter, Edward Lynde, G. W. Lovejoy, Dennis Levy, P. McAnany, James M. Buckley, J. W. Reid, Wm. Holmes, H. A. Simms, David P. Bigger.

1877.—J. W. L. Slavens, Mayor; L. J. Talbott, Auditor; P. M. Chouteau, Treasurer; D. Ellison, Recorder; James Gibson, Attorney; John M. Ekdahl, Supervisor of Registration; J. M. Dews, Comptroller; H. N. Ess, Counselor; Robert Salisbury, Assessor; W. C. Morris, Physician; F. M. Furgason, Inspector Licenses, Weights and Measures; Joseph Porter, Market Master; W. L. Sheppard, Superintendent Workhouse; W. E. Benson, City Clerk; A. A. Holmes, Engineer; Thomas M. Spears, Chief of Police; F. Foster, Chief of Fire Department. Councilmen: W. S. Gregory, Philip Casey, E. Lynde, R. H. Drennon, Dennis Levy, C. C. Whitmeyer, James M. Buckley, W. B. Robinson, William Holmes, W. H. Winants, David P. Bigger, H. A. Simms.

1878.—Geo. M. Shelley, Mayor; William Weston, Treasurer; L. J. Talbott, Auditor; Hamilton Finney, Recorder; James Gibson, Attorney; Erastus Johns, Supervisor of Registration; Robert Salisbury, Assessor; W. E. Benson, City Clerk; W. L. Sheppard, William Kelley, Superintendents of Workhouse; Joseph Porter, Market Master; J. M. Trowbridge, Engineer; H. C. Kumpf, Comptroller; W. W. Payne, Inspector Licenses, Weights and Measures; S. P. Twiss, Counselor; A. M. Crow, Physician; Thomas M. Spears, Chief of Police; F. Foster, Chief of Fire Department. Councilmen: Philip Casey, P. D. Etue, R. H. Drennon, H. C. Morrison, C. C. Whitmeyer, T. W. Butler, W. B. Robinson, L. A. Allen, W. H. Winants, Louis Dragon, H. A. Simms, A. H. Glasner.

1879.—George M. Shelley, Mayor; A. C. Walmsley, Treasurer; William Vincent, Auditor; Hamilton Finney, Recorder; Thomas King, Attorney; M. K. Kirk, Supervisor of Registration; T. A. Gill, Counselor; H. C. Kumpf, Comptroller; Robert Salisbury, Assessor; W. E. Benson, City Clerk; C. H. Knickerbocker, Engineer; John Donnelly, Assistant Engineer; D. R. Porter, Physician; William Burk, Market Master; Benedict Waibel, Inspector Licenses, Weights and Measures; F. R. Allen, Superintendent Workhouse; Thomas M. Speers, Chief of Police; F. Foster, Chief of Fire Department. Councilmen: P. D. Etue, George W. McClelland, H. C. Morrison, J. N. DuBois, T. W. Butler, R. H. Maybury, L. A. Allen, John, Salisbury, Louis Dragon, T. B. Bullene, A. H. Glasner, Patrick Hickey.

1880.—C. A. Chace, Mayor; A. C. Walmsley, Treasurer; William Vincent, Auditor; H. Finney, Recorder; Thomas King, Attorney; M. Burk, Supervisor of Registration; Wash Adams, Counselor; John Donnelly, Engineer; Nathaniel Grant, Comptroller; V. D. Callahan, City Clerk; Thomas M. Speers, Chief of Police; F. Foster, Chief of Fire Department; Robert Salisbury, Assessor; C. J. Jenkins, Physician; Adam Johns, Inspector of Licenses; J. J. Granfield, Market Master; F. R. Allen, Superintendent Workhouse. Councilmen: J. A. McDonald, T. B. Bullene, John Salisbury, George W. McClelland, W. J. Ross, J.

N. DuBois, Patrick Hickey, J. N. Moore, R. H. Maybury, W. G. Duncan, Louis Dragon.

1881.—Daniel A. Frink, Mayor; A. C. Walmsley, Treasurer; M. L. Sullivan, Auditor; John W. Childs, Recorder; W. J. Strong, Attorney; M. H. Bass, Supervisor of Registration; D. S. Twitchell, Counselor; Nathaniel Grant, Comptroller; Robert Salisbury, Assessor; V. D. Callahan, City Clerk; John Donnelly, Engineer; A. A. Holmes, Assistant Engineer; John Fee, Physician; John J. Granfield, Market Master; B. Waibel, Inspector Licenses, Weights and Measures; Thomas C. Clary, Superintendent Workhouse; Thomas M. Speers, Chief of Police; F. Foster, Chief of Fire Department; Councilmen: W. J. Ross, J. M. Ford, J. A. McDonald, D. H. Porter, John W. Moore, James Anderson, L. A. Allen, John Salisbury, L. Dragon, B. A. Sheidley, W. G. Duncan, M. Gafney.

REVIVING TIMES IN 1853-4.

During the years 1853-4, there was a material revival of confidence among the people of this locality. The cholera, which, it had been feared, would become an established disease, had failed to make its appearance since 1852. The Santa Fe trade was rapidly growing, and the settlement of the adjacent country made a larger local trade. The fact that this angle in the river was the nearest water transportation for all the Indian country from the head of the Platte River round by the Rocky Mountains to the Cherokee country, caused the whole of the Indian trade to come here, and at that time it had become very large. People began to return, and others to make their homes here, and at last there began to be new hopes of realizing the bright promises of 1846-9. The next enumeration of the population, which was in 1855, showed a revival to 478, but business grew much faster than population.

THE FIRST NEWSPAPER.

As early as the year 1851 or 1852, there was an attempt made to establish a newspaper. A Mr. Kennedy undertook the enterprise, calling his paper the *Public Ledger*. It was not, however, a financial success, and after a vain struggle with the waves of adversity, Mr. Kennedy yielded, and the *Public Ledger* passed out of existence. The need of a paper to represent the interests of the new city, and properly chronicle local events, had become so apparent that the people interested in its welfare could not long do without one. Hence, after much talking about it among themselves, they finally held a meeting at the Union Hotel, now known as the old Gillis House, and determined that a paper must be had. A company was organized at that meeting, the capital stock was fixed at one thousand dollars, and the larger part of it taken on the spot. The names of some of these subscribers were Wm. Gillis, W. S. Gregory, Northrup & Chick, M. J. Payne, Dr. B. Troost, E. M. McGee, Thompson McDaniel, and Robert Campbell. Dr. Troost, M. J. Payne and W. S. Gregory were elected trustees, with power to collect the subscriptions, purchase material, and start and manage the paper. M. J. Payne was deputed by his associates to do the most of the work. He went to St. Louis and purchased the material, and shipped it to Kansas City. About this time, Mr. D. K. Abeel made his appearance in Kansas City, and the trustees finding that he was a printer, engaged him to take mechanical and business charge of it. Wm. A. Strong, an attorney, was engaged to conduct the editorial department. Its first appearance was in October, 1854, and, as it was deemed only an enterprise, it was given the name of the *Kansas City Enterprise*. This was the first permanently established newspaper in Kansas City.

In 1857, its name was changed to *Journal of Commerce*, and is now known simply as *The Journal*. On the 15th of June, 1858, it appeared as a small morning daily, the fourth daily in the Missouri Valley. Soon afterward, a telegraph

line having been completed to Boonville, arrangements were made for dispatches by that line, and by express from Boonville to Kansas City. In its different editions prior to the war, it was the most active and wide-awake paper the writer has ever had the pleasure of examining; the fullest of local and business news, and the most devoted to the welfare of Kansas City. It was at once a faithful reflector of all local and business news, the leader and exponent of public commercial sentiment, and the fosterer of every public enterprise.

In the summer of 1855, Col. R. T. Van Horn came to the city and purchased the *Enterprise*, of which he assumed control in October. He had previously lost an office, the *Telegraph*, at Pomeroy, Ohio, by fire, and for a year or two had been steamboating for a brother-in-law who was largely interested in steamboat stocks. It was from this fact that he got the title of captain, by which he was generally known, until by military services in the late war he gained the one by which he is at present known. In the summer of 1855 he took a boat to St. Louis to sell, and while lying there for that purpose boarded at the Virginia hotel. Here he met William A. Strong, then editor of the *Enterprise*, who, learning that he was a printer and journalist, induced him to come to Kansas City.

His purchase of the *Enterprise* was for one thousand dollars, one half cash and the balance on time. From its first issue under his management, it became an active, earnest and vigilant advocate of Kansas City's interests, and so far exceeded the expectations of the old company that before the maturity of his notes they were canceled and presented to him.

D. K. Abeel, Esq., who had been connected with the paper from the first as printer and business manager, soon afterward became associated with Col. Van Horn in the proprietorship, taking charge of the business affairs, into which department he infused that vigor and energy which at once put the paper on a sound and progressive financial basis. These two gentlemen have since been largely associated together in the paper in these respective capacities, each ably fulfilling the promise of their early years.

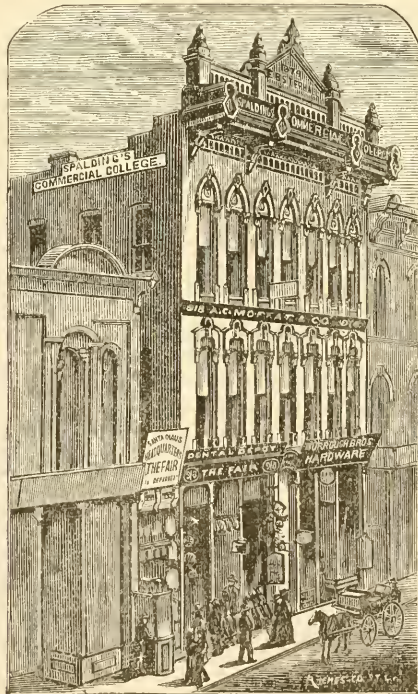
KANSAS CITY IN 1854-5.

At this time all there was of Kansas City was situated along the river front, except a few residences which had been built upon the hills overlooking the river. The levee was only about wide enough for a team to pass, jutting over a ledge of rocks into the river on the one side and rising hundreds of feet into bluffs on the other. Here and there excavations had been made into the hill, and business houses built. One of these houses was the Union Hotel (now Gillis House), built in 1849, and another Chick's warehouse, built in 1843. About the foot of Broadway, the bluffs, coming round in nearly a perpendicular wall from Turkey Creek, jutted into the river, and a wagon road wide enough for one wagon had been cut across it leading into the Kaw bottom, which was then a dense woods, except where the French traders had cleared off a few patches. The hills back of the levee were well covered with woods, except in the less broken portions where clearings had been made. A deep ravine, starting at the lower end of the levee, a little below the present foot of Grand avenue, wound around to the southwest, across the present market square, up by Delaware and Sixth street, and thence southeasterly to the Junction.

There was a road up this ravine, over which the Santa Fe and other wagons passed, but with its precipitous banks on either side it was a bad road. It took the hill at a point near the junction of Main and Delaware streets, and crossed the creek south of the city, not far from the street railroad stables, going up the hill again toward Westport. A less inviting spot for town building it would be difficult to conceive. But from this great angle in the Missouri River was the best natural road to the southwest and west, and it was the highest point to which goods for

the great Santa Fe and plains trade could be taken by boat, without increasing the cost of land transportation and incurring worse roads. This determined this locality as the starting point for that trade, while the unequaled river landing determined the exact spot whereon the transfer from boat to wagon should be made.

These facts were then recognized, and with the beginning of the new era of activity, the plains trade previously done at Independence and Westport, centered entirely at Kansas City. Outfitting houses were opened and provision made for the outfitters, so that they no longer were compelled to go either to Independence or Westport. This trade, however, lasted but a few weeks in the spring while the trains were starting out, and a few weeks in the fall when they returned. At a later period the *Enterprise*, referring to this date, editorially, says: "Two years since, when we landed in Kansas City in the month of July, there was little or no business doing—two boilers, an engine, and a small lot of machinery, covered with a tarpaulin, was all there was to be seen on the levee. Business men informed us that the trade of the season was over; that with the exception of a short time late in the fall no more would be done until next spring."



SPALDING'S COMMERCIAL COLLEGE, KANSAS CITY, MO.

CHAPTER VII.

THE SETTLEMENT OF KANSAS.

The Kansas-Nebraska Act—Preparations by Pro-Slavery and Anti-Slavery Parties to occupy Kansas—Early Settlement—Kansas City again Recognized—Development of Kansas—Navigation of the Kaw River—The Kansas Troubles—The Effect on Kansas City—Col. Coates.

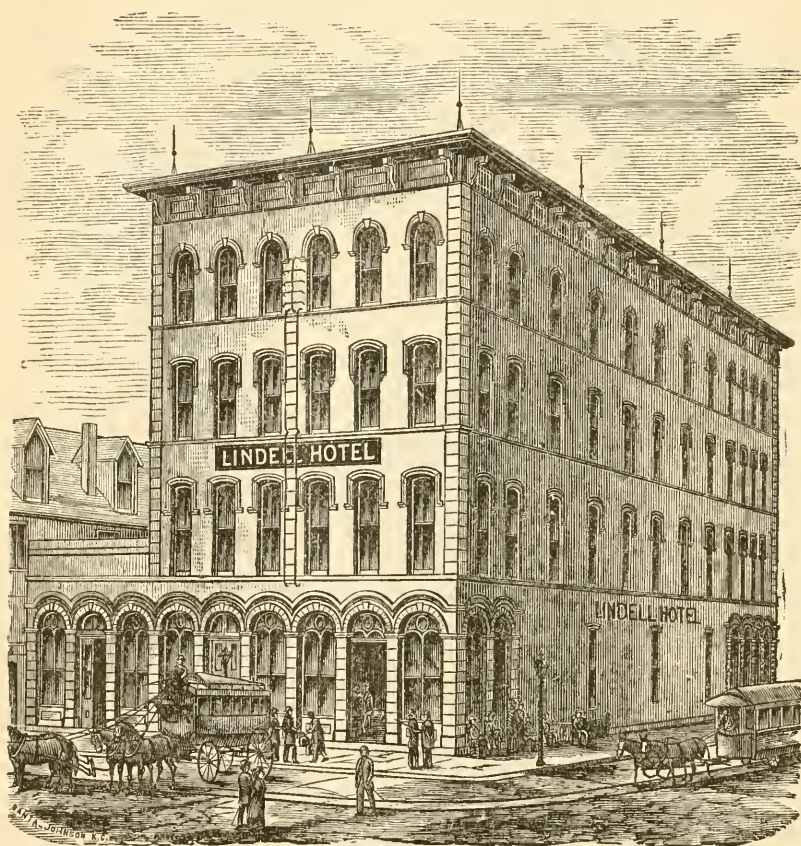
With the concentration of the Indian and Santa Fe trade at Kansas City, there was here a sufficient business to have made a town of ten or twelve thousand people, had there been no increase of business until the capabilities of the town had developed to an equality with it. But at this time other events were transpiring which were destined to give the place an unprecedented forward impulse. These were the events attending the organization of the Territories of Kansas and Nebraska, and the opening of them to settlement. These events, however, were attended with circumstances that made the settlement of Kansas troublous, which injuriously affected the development of the trade of the young city.

The events leading to the organization of these Territories began as early as December 13, 1852, when Hon. Willard P. Hall of Missouri introduced into the House of Representative at Washington, a bill to organize the Territory of Platte, which was to embrace both Kansas and Nebraska. On the 2d of February, 1853, Hon. William A. Richardson, of Illinois, introduced a bill for the organization of the Territory of Nebraska. Neither of these bills proposed to extend slavery into either of these Territories, as it was already excluded from the country embraced in both by the Missouri Compromise of 1820. On the 10th of February, Richardson's bill passed the House, and on the 17th it was reported in the Senate by Hon. Stephen A. Douglas. Nothing was done however before the adjournment and expiration of that Congress.

At the meeting of the next Congress, Hon. Augustus C. Dodge, of Iowa, introduced into the Senate a bill for the organization of Nebraska. This bill, like its predecessors, did not provide for slavery. On the 4th of January it was reported in the Senate by Hon. Stephen A. Douglas, and on the 23d of the same month Senator Douglas offered a substitute providing for the organization of the two Territories of Kansas and Nebraska and containing this significant clause:

"That the Constitution, and all laws of the United States which are not locally inapplicable, shall have the same force and effect within the said Territory of Kansas as elsewhere within the United States, except the eighth section of the act preparatory to the admission of Missouri into the Union, approved March sixth, eighteen hundred and twenty, which, being inconsistent with the principle of non-intervention by Congress with slavery in the States and Territories, as recognized by the Legislature of eighteen hundred and fifty, commonly called the Compromise Measures, is hereby declared inoperative and void; it being the true intent and meaning of this act not to legislate slavery into any Territory or State, nor to exclude it therefrom, but to leave the people thereof perfectly free to form and regulate their domestic institutions in their own way, subject only to the Constitution of the United States, provided, that nothing herein contained shall be construed to revive or put in force any law or regulation which may have existed prior to the act of sixth of March, eighteen hundred and twenty, either protecting, establishing, prohibiting, or abolishing slavery."

This clause was the result of hostility, on the part of Senators and Representatives for the slave States, to any bill looking to the extension of freedom in the



LINDELL HOTEL, KANSAS CITY, MO.

F. W. Poor, Proprietor.

Fifth and Wyandotte Streets.

Territory of the United States, and its exemption of Kansas from the operations of the compromise measures referred to was regarded as significant of a determination on their part to make Kansas a slave Territory, and subsequently a slave State. This led to one of the most memorable contests in the history of the American Congress, during which were aroused those passions and sentiments and antagonisms which subsequently led to open conflict in Kansas, and, in less than ten years, to the most stupendous civil war in the history of man.

This bill passed the Senate March 3rd, by a vote of thirty-seven to fourteen.

The House passed it with amendments May 22nd, by a vote of 113 to 100, there being twenty-one members absent and not voting. It passed the Senate again without discussion, May 24th, by a vote of thirty-five to thirteen, and was signed by President Pierce May 30th.

While these events were transpiring in Congress, the Indian titles were being extinguished to all save small reservations. The country became intensely excited. It was understood on the part of the slave States, that Kansas was to be made slave, and the free States equally understood that such was the intention of the slave States, and there was an equal determination on their part that it should not be so. While the bills were pending in Congress, both parties in their respective localities were preparing for the expected struggle. The Pro-slavery party were open in their expressions of intentions to use force, if necessary to accomplish their purpose. To this end there began to be secret societies organized in Missouri and throughout the slave States as early as February, 1854, called "Blue Lodges," "Society of Friends," "Sons of the South," "Social Bands," etc., the distinctive feature of which was a solemn oath to make Kansas slave territory at all hazards, and keep out by force, if necessary, the Abolitionists, as all opponents were opprobriously called. On the other hand, the Anti-Slavery party were less open in their boasts. If they had any intention of using force, that intention was not expressed; but, depending upon the right of local settlement of the slavery question, they seemed to rely more upon the votes of larger numbers of immigrants; and, therefore, took steps to fill Kansas with anti-slavery voters as speedily as possible. On the 26th of April the Massachusetts Emigrant Aid Society was organized by act of the Legislature of that State; in June another society was organized in that State, and on the 24th of July the New England Emigrant Aid Society was organized, in Boston. The purpose of these societies as expressed by their articles of agreement was to "assist emigrants to settle in the west," Kansas being the particular part of the west meant.

THE EARLY SETTLEMENTS.

Such were the circumstances under which the settlement of Kansas was begun. As soon as the Territory was opened to settlement people began to flock in from the adjacent parts of Missouri. The Leavenworth Town Company was organized at Weston, Mo., on the 13th of June, and the Atchison Town Company was organized in Missouri, on the 27th of July; and about these dates the sites of these two places were taken possession of by the Missourians who were determined to make Kansas a slave Territory.

The pioneer party of anti-slavery emigrants left Boston, July 17th, and arrived in Kansas City July 30th, under the lead of Charles H. Bramscomb. Dr. Charles Robinson and S. C. Pomeroy, since Governor and Senator respectively, of Kansas, came with this party. The first named of these gentlemen proceeded with the party into Kansas, arriving on the Wakarusa on the 1st of August, near where they soon afterward founded a town, which, on October 6th, was called Lawrence, in honor of Amos J. Lawrence, of Boston, one of the principal benefactors of the society. The other, Mr. Pomeroy, remained in Kansas City, and purchased the Union Hotel, (now the old Gillis House on the levee,) to be used as a rendezvous for immigrants, and agency of the society. Great excite-

ment and enthusiasm attended the movements of these societies in the east, and the immigrants were cheered on by orations from the leading men of that section, and by poems from the pens of such distinguished writers as Bryant, Whittier and Lucy Larcom.

On the other hand, there was an equal excitement and enthusiasm on the part of the pro-slavery element, but it took the form of prevention of anti-slavery immigration, as much as that of fostering pro-slavery immigration. In July a number of meetings were held in Missouri, near the border, at which resolutions were adopted, to the effect that Kansas should be slave at all hazards, and that Abolitionists should receive no protection in the new Territory. The speeches made at these meetings were of a most inflammatory character. Missourians continued to pour over the border in great numbers, but the emigrants from the east continued to arrive and unite with the Lawrence settlement with equal rapidity, and thus for a time Leavenworth and Atchison as pro-slavery, and Lawrence as anti-slavery, grew rapidly. The excitement along the border, meantime, was intense, and the friction between the settlers of the different parties in the Territory very great and very irritating.

KANSAS CITY'S LOCAL ADVANTAGES AGAIN.

At the time these events were transpiring, steamboats were running freely on the Missouri River its whole navigable length, and being the only method of transportation at that time, other than stage coach across the State of Missouri or private wagons, offered equal facilities to all river towns. Independence and Westport had already been overcome by Kansas City, but Parkville, Weston and St. Joseph, all of about equal size with Kansas City, afforded equal advantages for immigrants with Kansas City, except on the one item of easy access to the new country. The new towns of Leavenworth and Atchison were also in the field, but aside from their newness, were lacking in this essential feature, also. Hence, while Missourians passed across the border at the nearest accessible ferry, the emigrants from the east came by way of Kansas City. Subsequently when parties began to come from the south, they came here also, and for the same reason. Thus the movement of population into this new country, like the Indian fur trade, the Santa Fe trade, and the late Indian trade, found this the line of least resistance and followed it. From the settlement of the new Territory, all the border towns, and especially the new Kansas towns of Leavenworth and Atchison, expected great advantages. However, owing to the facts and principles above mentioned, Kansas City, from the first, was most benefited.

DEVELOPMENT OF KANSAS."

The political antagonisms already mentioned were destined soon to affect materially and detrimentally the development of both Kansas and Kansas City, as the record of events will show.

Hon. Andrew H. Reeder, of eastern Pennsylvania, was appointed first Governor of Kansas, June 29th, 1854. He took the oath of office in Washington, July 7th, and arrived in Kansas, October 7th, temporarily establishing the executive office at Fort Leavenworth. He soon became aware, however, of the superior accessibility of the Territory from the mouth of the Kaw, and hence, November 24th, removed the executive office to Shawnee Mission, eight miles southwest of Kansas City, and on the road leading from this angle of the river into the Territory.

One of his first official acts, while yet at Leavenworth, was to divide the Territory into sixteen election districts and order an election for delegate to Congress. This election occurred November 29th, and J. W. Whitfield, pro-slavery, was elected. This election was the occasion of the first invasion of Kansas by the people of other States, mainly from Missouri. They were deter-

mined to control the political affairs of the new Territory in the interests of slavery, and, to that end, hundreds of them went into the Territory and voted, thus electing a pro-slavery delegate to Congress. These events aroused the bitterest feelings of the free-state people in the Territory, and led to the holding of free-state meetings for the purpose of organization. The first of these meetings was held at Lawrence, December 23d, and on the first of February following (1855), the Free State Society was organized at Lawrence.

On the 8th of March, 1855, Governor Reeder issued a proclamation ordering an election for members of the Legislature, March 30th. This election was the occasion of another and larger invasion from Missouri, the pro-slavery people of this State being, by this time, most thoroughly aroused by the free-state movements in Kansas, and determined, at all hazards, to make Kansas a slave Territory. The excitement along the border and throughout Missouri was at this time intense, and public meetings were of frequent occurrence. At these meetings speeches of the most inflammatory character were made, and resolutions adopted strongly denouncing the Abolitionists, and justifying any means that might be adopted for their extermination.

The election of the 30th of March resulted in the election of a pro-slavery body, the Missourians attending and voting by the thousands. Its first session was held at Pawnee, a new town adjoining the Fort Riley military reservation, whither the executive office had been removed by Governor Reeder, June 27th. The Legislature met here, July 2d, as ordered by the Governor, and immediately adjourned to meet at Shawnee Mission, July 16. Here the first session was held, and the first code of laws adopted for Kansas. These laws were largely copied from the Missouri statutes, but the provisions for the protection of slave property were more stringent than were ever enacted before. This law made it a penal offense to deny the right to hold slaves in Kansas, or to have in possession books or papers that denied such rights. It required all officers of the Territory and counties, judges and clerks of election, and all lawyers practicing at the bar, to take an oath to support the fugitive slave law; and made ineligible as jurors, in cases where any questions affecting slaves or slavery was to be decided, all persons who did not believe in that institution. It was provided, also, that all officers of the Territory, and of the counties, were to be appointed by the Legislature, or by some officer appointed by it, and at subsequent elections for members of the Legislature, judges and clerks and voters, if challenged, were required to take an oath to support the fugitive slave law. The effect of these laws was, of course, to prevent free-state men from holding office and to disfranchise them, while any manifestation of anti-slavery tendencies, even to the extent of reading an anti-slavery paper, was a penal offense, and subjected the offender to liability to imprisonment at hard labor and in chains. Before this Legislature adjourned it fixed the permanent seat of government at Leecompton. Governor Reeder having previously located the seat of government at Pawnee, held that this Legislature had no right, under the act of Congress, to sit elsewhere, and could not enact valid laws elsewhere. His refusal to recognize the Legislature led to his removal by the President, who was in sympathy with it and not with him. Notice of his removal was communicated to him August 16th, when Mr. Secretary of State Woodson became acting Governor.

PAWNEE—NAVIGATION OF THE KAW.

The town of Pawnee, as above stated, was located on lands adjoining the Fort Riley military reservation, which was within a few miles of the junction of the Republican and Smoky Hill Rivers, which form the Kaw. It was a free-state town, and hence soon became the object of hostility of the Pro-Slavery party and of the President, so in the summer of 1855, Jefferson Davis, then Secretary of War, issued an order so extending the military reservation as to include the

site, and in the fall of that year Col. Cooke, of the army, drove off the settlers and destroyed the houses.

The motives that prompted Gov. Reeder to locate the seat of Government at this point cannot be definitely stated, but he was doubtless influenced largely by the idea that the Kaw River could be navigated with steamboats to that point, which would make it a commercial center and distributing point. The steamer Excel made a trip on the Kaw in the spring of 1855, prior to the location of the seat of government of Pawnee, and in May the steamers Emma Harmon, Financier No. 2, and Hartford went as far up as Lawrence. Gov. Reeder has always been credited with the inaugurating this enterprise. While he was Governor he caused two engineering parties to be sent to examine the Kaw, one from Fort Riley to Tecumseh and the other from Tecumseh to the mouth of the stream. He is credited also with having invested money in the boats.

In 1855 the Excel and several other small boats plied irregularly on the Kaw and with such success that in December of that year a company was formed, and several boats built for that trade. Those mentioned as plying on the river in 1856-7, were the Excel, Kate Cassel, Financier, Emma Harmon, Express, Lightford, Wa-tos-sa, and Lizzie, the latter of which was built at Kansas City and afterward employed as a ferry boat. The navigation of the Kaw was then regarded as successful, though the boats did not run regularly. In 1859, however, two boats ran most of the season as a regular line, but the river appears to have been abandoned after that, though they were said to have found no difficulty in navigating it. These boats were Silver Lake and Gus Linn.

URMOIL IN KANSAS.

The course that was being pursued by the Pro-Slavery party, the invasions of the Territory at elections by Missourians, the manifest tendencies of the Legislature, together with a spirit of intimidation on the part of the Pro-Slavery party, became very exasperating to the Free-State party and they began movements, looking to assistance. On the 14th and 15th of August, 1855, a convention of free-state men was held at Lawrence, at which they adopted resolutions setting forth that Kansas was without any legal law-making powers, and recommending the holding of a convention of *bona fide* citizens at Topeka, September 13th, for the purpose of consulting upon all matters affecting public interest but specially the propriety of State organization. This was followed by another similar meeting at Big Springs, September 5th, at which was formulated the platform of the Free State party. The proposed convention at Topeka received the indorsement of this meeting and immediately steps were taken by the Free State party to raise delegates for such convention, and it was held. It provided for the election of delegates to a constitutional convention at Topeka, which election was held, only free state men voting, October 9th; and the convention met October 23rd and formulated a constitution which was submitted to the people and adopted December 15th, only free-state men voting. Under this State organization Dr. Charles Robinson, of Lawrence, was elected Governor, at an election held January 15, 1856; W. G. Roberts, Lieut. Governor; P. C. Schuyler, Secretary of State; C. A. Cutter, Auditor; J. A. Wakefield, Treasurer; H. Miles Moore, Attorney-General; M. F. Conway, S. N. Latta and M. Hunt, Supreme Judges.

Meanwhile, the Pro-Slavery party were far from being inactive. Wilson Shannon, of Ohio, was appointed Governor to succeed Gov. Reeder, Aug. 10th, 1855, and arrived at Kansas City, Sept. 1st. He was fully in sympathy with the Pro-Slavery party, and at once established the executive office at Leecompton. Prior to his arrival, however, the Pro-Slavery party, through Acting-Gov. Woodson, began preparations for military operations, and a long line of generals and colonels were appointed. The independent attitude of the free state men, and the large accessions to that class of population from the east, rendered it neces-

sary, in the judgment of the Pro-Slavery party, to prepare for the use of force, to hold the Territory against them.

Meanwhile, public feeling was intensely excited and feverish, and there began to be personal collisions and murders. On the 21st of November, Charles W. Dow, a free-state man residing with Jacob Branson, at Hickory Point, near Lawrence, was killed by Franklin N. Coleman, a pro-slavery man. The next day there was a meeting of the free-state men at the scene of the murder, and that night S. J. Jones, pro-slavery postmaster at Westport, Mo., who had been appointed sheriff of Douglas county, Kansas, arrested Branson for taking part in the meeting. This was the beginning of efforts to enforce the laws against free-state men. On his way to Lecompton, Jones was overhauled by a party of free-state men, and Branson was liberated. Jones sent to Shawnee Mission, where Gov. Shannon was at the time, for aid, and the people of Lawrence, fearing a raid from Missouri, began to gather their forces for the impending struggle. A public meeting was held and the citizens were placed under arms, and neighboring settlements of free-state people were notified and began to arm. On the 27th, Sheriff Jones informed Gov. Shannon that open rebellion existed at Lawrence, and Gov. Shannon directed Maj.-Gen. W. P. Richardson, of the militia, to collect as large a force as he could, and proceed to the assistance of Jones. The next day he notified the President of a fearful state of affairs, saying, "It is vain to conceal the fact; we are standing on a volcano." The same day Lucian J. Easton, Brigadier-General, ordered his brigade under arms, affirming that a state of open rebellion existed in Douglas county.

Early in December indictments were found against the leading free-state men by the courts setting at Lecompton. Companies of free-state men gathered at Lawrence from Bloomington, Wakarusa, Palmyra and Topeka, and the pro-slavery militia began to collect at Franklin, a few miles below, and at Lecompton, a few miles above, while a party of Platte county, Mo., Riflemen appeared on the opposite side of the Kaw River. Gov. Shannon applied to Col. Sumner, commanding at Fort Leavenworth, for United States troops to suppress the Lawrence rebellion, but Col. Sumner would not act without orders from Washington. By the 6th of December, one thousand five hundred Missourians had collected at Franklin, and that day Thos. W. Barber was shot and killed by pro-slavery men while returning to Bloomington from Lawrence. On the 7th, Gov. Shannon visited Lawrence, and on the 8th concluded a treaty of peace with Gov. Robinson, Gen. J. H. Lane and other leaders, and on the 9th ordered the militia disbanded.

Thus ended the first struggle, but it seemed only to intensify the bitterness of the antagonism already existing. Besides the killing of Barber, trains of provisions from Kansas City to Lawrence had been stopped and robbed by the Pro-Slavery party, and when peace was concluded, it was no peace, but the turmoil continued, and the country became infested with lawless bands and individuals, and life and property became unsafe. It was soon apparent to both sides that the planting of freedom or slavery in Kansas was to be attended with bloodshed, and both parties began to prepare for that result.

During the winter some of the Southern States appropriated money to send men to Kansas, and parties began to be made up, all of which were armed for the fray and organized into military companies. At the same time the Free-State party sent men to plead their cause in the Northern States, and to ask for aid in men and money, both of which were freely given in various ways. The prospect for the coming spring was anything but peaceful.

THE EFFECT ON KANSAS CITY.

As already stated, Kansas City became the gateway to Kansas with the beginning of the settlement of that Territory. Its relations to the new population were, therefore, so intimate that such a state of affairs as is briefly sketched above

could not exist in the new Territory without being reflected in the affairs of Kansas City. The hopes of trade from the new population were delayed in their realization by the troubled state of affairs; and as it was the place of debarkation for both pro-slavery and anti-slavery immigrants, it became disturbed by the disturbance across the border. Besides this, the Kansas struggle was otherwise exceedingly depressing to Kansas City, though she still prospered and continued to grow. It retarded the Santa Fe trade and nearly cut off the plains trade. It was previously the custom of Indian agents to bring the annuity money due the Indians to Kansas City, and take it thence to the agencies without a guard; but during this trouble a strong guard had to be sent out with it. The local trade with Kansas towns suffered equally, and from the same causes. It was unsafe to ship goods through the Territory because of roving bands, who, upon political pretexts, managed to do so large an amount of robbing that they assumed more the character of banditti.

The towns of Leavenworth, Lawrence and Atchison were rapidly settled, and soon overtook Kansas City in population. Then Leavenworth became a strong competitor for the western trade. And in this contest, with about equal population, she was strengthened materially by the fact that government roads were made from there, by a requirement on the part of the Government that its own freight should be transported from that place, and by a State pride hostile to building up a town in Missouri. During the memorable contest in that young State in 1855 and 1856, this feeling ran so high that in the disorganized and anarchical condition of affairs, trains leaving Kansas City were frequently guarded. Notwithstanding all these impediments, Kansas City held the trade; it was found after awhile that it was impossible to transfer it to Leavenworth. The roads diverging from thence were rough and the streams unbridged and impassable. After the new route was laid out from Leavenworth by United States authority, and upon the prestige that gave her a few Santa Fe traders were induced to start their trains from there, but when they reached the Kaw River they found it impassable, and had to return to the mouth of the stream and get a ferryboat from Kansas City to cross them, when they took the old accustomed trail.

THE TROUBLES OF 1856.

The events of the spring of 1856 fully realized the sad expectations of all parties. Immigration continued to pour in from the east, and as early as March nearly every boat on the Missouri River was searched for articles which the pro-slavery men had pronounced contraband, and free-state emigrants were robbed and sent back. In April, Maj. Buford arrived in Kansas City with a large body of armed men from Georgia, Alabama and South Carolina. In May, Gov. Robinson, Geo. W. Smith, Geo. W. Deitzler and other free-state men were arrested for treason under the stringent laws of the Territory. An attempt was made to arrest Ex-Gov. Reeder, who had remained in Kansas and taken an active part in free-state movements, but he made his escape to Kansas City where he was secreted at the American Hotel (now old Gillis House) by the Eldridges, who then kept it, and from there he made his way in disguise as a laborer and on the deck of a steamboat to Illinois.

The District Court sitting at Leecompton, declared the Free State Hotel, at Lawrence, and the *Herald of Freedom* and *Kansas Free State* nuisances, and ordered their destruction. This order was executed May 21st, by a large party of pro-slavery men under direction of Sheriff Jones. These men were mostly southern men, who had come to Kansas in armed companies for the purpose of driving free-state men from the Territory, and were commanded by Col. H. T. Titus, of Virginia. After the destruction of the hotel and newspaper offices, the stores were robbed and much property ruthlessly destroyed. This led to retaliation by the free-state men, and Kansas was soon filled with small armed parties

of all kinds, the most prominent among which was John Brown's Free-State party. During all this season, parties of armed men continued to arrive from the south, some of whom remained in Kansas City, but most of whom made their headquarters at Westport and from thence projected incursions into Kansas. One of these parties was led by H. Clay Pate, a citizen of Westport, who at one time captured two of John Brown's sons, and who was himself captured by John Brown's party. Another was led by Gen. J. W. Reid of this city, and another by Col. E. M. McGee, of this city, besides those led by Buford of Georgia, Titus of Virginia, Whitfield, Coleman, Bell, Jenigen and others. Besides John Brown's Free-State party already mentioned, there were others led by Shore, Walker, Crocklin, Abbott, Cook and Hopkins. There was also an occasional infusion of United States troops, under command of Col. Sumner and Maj. Sedgwick, when called upon by Gov. Shannon to suppress violence and restore order; and in August Gen. J. H. Lane added materially to the free-state forces by bringing in a party of emigrants through Iowa and Nebraska, all free-state immigration through Missouri having been stopped. Fights and battles and routs between the contesting parties were of frequent occurrence. Thus while Kansas was being filled with people, it was being overrun with armed bands, and industry and trade were depressed. To add to the horrors of the situation, the season was unfavorable for farmers, and before the close of the year the people had to be aided by relief sent to them from the east. In August, Gov. Shannon was removed and Gov. Geary appointed in his place who continued in office until March, 1857, when he was succeeded by Robert J. Walker of Mississippi. This disturbed situation continued until the fall of 1857, when, at the October election, Gov. Walker maintained peace sufficiently to admit of a tolerably free ballot of *bona fide* votes, which resulted in free-state triumph, after which the contest was abandoned by the Pro-Slavery party so far as armed effort was concerned. While these troubles continued, they were exceedingly dispressing to Kansas City. The people of Kansas City with few exceptions were in sympathy with the Pro-Slavery party, but still had little sympathy with the methods employed by it. They wanted the trade of the new population, and were averse to methods that disturbed society and deprived them of it.

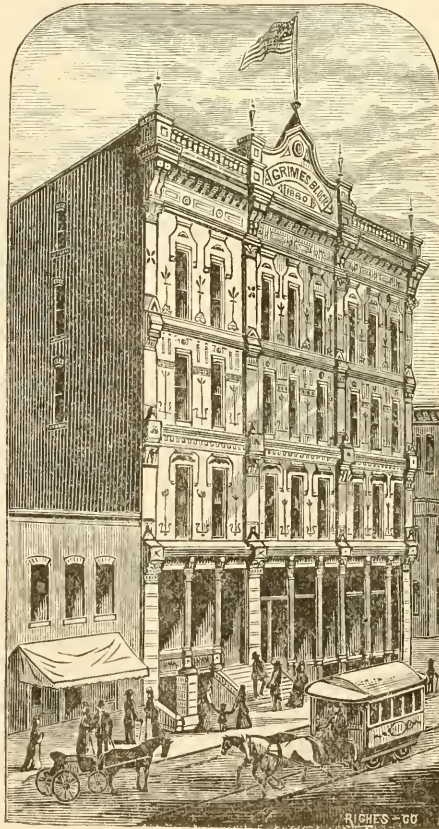
COL. KERSEY COATES.

At this time, Col. Kersey Coates was a very important man in Kansas City. He was then, as now, a man of more than ordinary determination of character, cool, courageous, and active, and the leading free-state man in Kansas City. He came to Kansas in the fall of 1854 as an agent for a party of Philadelphia capitalists, to buy lands and make investments where, in his judgment, it was most profitable to make them. He first went to Leavenworth and then to Lawrence, looking over the field for investments, and finally came to Kansas City. With that far seeing judgment for which he has since become distinguished, he selected this place for his investments, and in the spring of 1855 purchased large amounts of land adjoining this city, and took up his residence at the American hotel. At the time of which we now write, he was counsel for Gov. Robinson and the prisoners confined with him at Lecompton for treason, and was a bold outspoken free-state man in a community overrun with border ruffians. The people of Kansas City, though perhaps little in sympathy with his political views, regarded him as an important tie between them and the people of Kansas, and looked to him largely for the efforts and measures which were to bring them the trade of the new Territory. He was thus supported by them, and in a measure protected against the pro-slavery men from the south, who soon came to regard him as a most dangerous man for their cause, and who would gladly have kidnapped or killed him if they had felt it safe to do so. Afterward, when the tide turned against them, several of them had to appeal to him for protection,

but, it is needless to say, never got it when inconsistent with the peace and good order of society.

In the fall of 1856, he visited Washington in behalf of the free-state prisoners confined at Leecompton, charged with treason under the laws at that time prevailing in Kansas. During his absence the pro-slavery men had determined upon kidnapping and perhaps killing him on his return. He was met at St. Louis by pro-slavery men from Kansas City and warned of his danger, which shows the esteem in which he was held by men who, though opposed to him in politics, admired his influence in commercial affairs. He spent the winter in Wisconsin where he procured appropriations from the State Legislature for the relief of citizens of Wisconsin living in Kansas, the object being understood to be the strengthening of the free-state forces for the portending struggle of 1857.

Another man who deserves special mention here was J. P. Howe, the city marshal. He was cool and fearless, and when warrants were placed in his hands directed against any of the lawless peace disturbers from the south, never flinched in his duty. Many interesting incidents are told of his affairs with these men, many of which were exciting at the time and are amusing now.



GRIMES BUILDING, KANSAS CITY, MO.

CHAPTER VIII.

THE GROWTH OF KANSAS CITY PRIOR TO THE WAR.

Improvements of Streets and Roads—Trade and Steamboats—Rival Cities—Rapid Growth of Kansas City—Stages and Mails—The Commerce of the Prairies—The First Banks, Jobbing Houses and Telegraph—The First Commercial Organization—The Panic of 1857—The Enlargement of the City.

Notwithstanding the troubles in Kansas, and the hatred thereby engendered, on the part of free-state people toward all Missourians and Missouri towns, Kansas City gained considerable advantage from the settlement of the Territory while these troubles were pending, and after their close, in 1857, experienced an era of remarkable development and growth.

COUNTY ROADS AND STREET IMPROVEMENTS.

A matter of profound interest to Kansas City, during these years, and until 1861, was wagon roads to the country, and it was much discussed. This being the only means of reaching the trade of the rapidly settling new territory, Leavenworth, Atchison, Lawrence, St. Joseph, Independence, Westport, and even Boonville, attempted to gain a share or a monopoly of it, by improving roads. Kansas City dared not be behind. But in this contest, Leavenworth and Lawrence were the principal competitors, St. Joseph and Boonville being too far away, while Independence and Westport were so near that her superior landing placed them at a disadvantage. Kansas City had the advantage of a bottom road up the Kaw Valley, and a divide road to southern Kansas, hence her work was mostly to be done near home. The Shawnee road and bridge across Turkey Creek were opened in 1858. A better road to Westport, through which all freight, mails and emigrants went from Kansas City, began to be agitated in February, 1856. The road was improved somewhat, but in July, 1857, a company was formed to macadamize it. The work commenced in September, but was so much delayed that it was not finally completed before the war.

The importance of street improvements began to be agitated in the winter of 1856-7. Colonel M. J. Payne had been elected mayor in the spring of 1855, which position he held until the spring of 1860. In 1855, under his administration, the edge of the bluff was cut away, and the levee widened and paved for about a quarter of a mile, and during the two or three succeeding years, Second, Third, Fourth and Fifth streets were graded, and also Broadway, Wyandotte, Delaware, Main and Market streets (Grand avenue), from the river back to Fifth. In the fall of 1859, an ordinance was passed for macadamizing Main street. The Court House on the square was built in 1856, by J. W. Ammons, contractor, the commencement being made October 30th; but the market house, which was intended to accompany it, was not built until 1860.

TRADE OF 1856-7—THE STEAMBOAT BUSINESS.

The *Journal of Commerce*, at a later period, estimated that the trade of Kansas City during these two years did not exceed two million of dollars, but with the close of the struggle, in 1857, the country filled up speedily, the trade was enlarged, and the city grew rapidly. The Santa Fe trade prospered, and the plains trade resumed more than its former proportions, while the trade developed by the settlement of southern Kansas all came to Kansas City, and with that and the outfitting of immigrants, her business became very great, so much so that a

correspondent of the St. Louis *Intelligencer* noticed that she had the largest trade of any city of her size in the world, and was the point at which all freight and immigrants for Kansas disembarked. The *Journal of Commerce*, at one time during these years, described the appearance of the levee as that of a great fair, it was so piled up with all kinds of merchandise.

This was the great steamboat era on the Missouri River, and everything that entered the upper country then came by boat. In the year 1857 there were a hundred and twenty-five boats at the Kansas City levee, and they discharged over seventy-five million pounds of merchandise. There were then a fleet of sixty through boats from St. Louis, and a daily railroad packet leaving the terminus of the Missouri Pacific at Jefferson City. Kansas City was then said by boatmen to be receiving more freight than any other five points on the river. In May, 1857, the boats were employed to carry the mails, which they continued to do until superseded by railroads.

In August, 1857, the packet company made this their terminal point, and all freight for ports higher up the river was transferred here to another line of boats, and tickets were sold by the stage lines through Kansas accordingly. After the completion of the Hannibal & St. Joseph Railroad to St. Joe, which occurred March 1, 1859, a line of boats were put on the river between St. Joseph and Kansas City, as an extension of the shipping facilities of that line to the natural point of distribution.

RIVAL CITIES.

By reason of the excitement about Kansas, and the consequent large immigration, Leavenworth, Lawrence and Atchison got about an even start with Kansas City, so far as population was concerned, and at once entered the lists as competitors for the local trade of Kansas and the trade of the plains and New Mexico. The natural asperities of this rivalry were much intensified by the Kansas troubles. The Missouri border having been the base of operations of the border ruffians, was held in great detestation by the free-state men of Kansas, and when that party finally triumphed in the Territory it gave great advantage to Kansas towns. The feeling was very bitter toward Kansas City, for she being the center of trade on the border and their only formidable rival, she was made the object of all their antagonisms. Prompted by State pride, commercial jealousy, and political hatred of border ruffians, every effort was made that could be to divert this trade from her. Roads were laid out and made; their own advantages were industriously and extensively advertised throughout the north and east, and attempts made to create a public impression that Kansas City was an unsafe place to ship merchandise to, or for free-state people to stop at. During the border troubles of 1855-6, armed bands met wagons and teams on the prairies and forbade their coming to Kansas City, and agents were sent down the river to represent to people coming up on the boats that Kansas City was unsafe for themselves or their freight. To such an extent was this carried that at one time, in 1856, a party, claimed to be these agents, broke up a piano box on our levee, and the fact was widely published as an evidence that merchandise or freight consigned to Kansas City was not safe.

RAPID GROWTH AND TRADE OF KANSAS CITY.

Notwithstanding these facts, Kansas City grew rapidly. There was a great demand for mechanics to build houses. Houses were scarce at all times, and at times rented for more per annum than their original cost. Many additions were added to the city, among them McGee's addition; and Col. McGee advertised it so extensively and sold lots on such favorable terms to those who would build, that it improved rapidly and soon became a considerable town in itself. It then got the name of "The Addition," by which that part of town was known as

separate from the city proper, and it retains that distinction yet. In 1858 (Oct. 20) there was a great sale of lots, the result of a combination of property owners, after extensive advertising.

The details of the improvement of this period cannot be given, but it was a time of great commercial excitement and prosperity. In August, 1857, *The Journal* made the following statement of progress from May 1st. It was about a sample of the five years :

HOUSES BUILT.

City proper—	
2, 3 and 4 story bricks	97
1, 2 and 3 story frames	184
In Addition—	
2, 3 and 4 story bricks	31
1, 2 and 3 story frames	284
Total	
	527

VALUE OF REAL ESTATE.

	May 1.	Aug. 23.
Levee lots, each	\$250	\$ 400
Other city lots	500	1100
Addition, on the avenue	500	900
Addition, other streets	250	500

During the same time there were 13,440 wagons loaded for the plains, employing 20,160 men and 36,960 animals, and carrying 40,976,000 pounds of freight. There were also received from the plains 27,000 buffalo robes, 131,000 pounds of hides, 19,000 pounds of pelts, 40,000 pounds of wool, and furs to the value of \$19,000. The mercantile business of the city for that time was, city proper, \$1,075,000; addition, \$50,000.

Population increased equally rapid, and so, also, did taxable wealth, as will be seen in the subjoined table.

	Pop.	Assessm't.
1855	478	\$ 54,000
1857	3,224	1,200,000
1859	7,180	3,311,730

In the year 1859 there was expended in street improvements: Delaware street, \$14,000; Walnut, \$3,600; Main, \$300; Belvue, \$900; Broadway, \$600; Sixth, \$1,000; Third, \$400, and Fourth, \$1,000. Total—\$28,100.

The progress of the trade during the years 1857 to 1860 cannot be better illustrated than in the following synopsis of the *Journal's* Annual Review. The mercantile trade of 1856 is stated at \$1,150,000, but more detailed statements were made for the following years :

	1857.	1858.	1859*.	1860.
Merchandise.	\$3,185,502	\$3,232,321	\$2,488,001	\$4,273,835
Warehousing.	545,020	116,983	2,675,930	164,600
Live Stock	2,148,200	2,241,217	110,099	455,675
Brick No	84,578	96,000	6,000,000	5,000,000
Exports.	1,767,761	2,018,045		286,801
Building.			346,770	191,896
Manufactures			130,000	147,140

*Owing to the absence of the editor no Annual Review was compiled by the *Journal* for 1859, but one was compiled by the *Metropolitan*, and published by the *Journal*, with the criticism that it was erroneous in many particulars. These statements, however, were but the closest approximates that could be made, and though that one may not fully represent the business of the year, it seems to show that it was progressing.

STAGES AND MAILS.

During these years, 1857-60, stage lines were established from Kansas City to Fort Scott, Lawrence and Topeka, Leavenworth and Atchison, and to St. Joseph, with perhaps some others. Westport was for a long time mail headquarters for all the West and South, and stages in these directions had to go by way of Westport until the mail facilities at that place were extended to Kansas City. A mail line already extended to Santa Fe. In the summer of 1858 Col. Jacob Hall, of Jackson county, effected a contract with the Government for carrying the mail from Kansas City to Stockton, California, and the line with stages was opened October 1st, by Porter, Irwin & Co.

COMMERCE OF THE PLAINS. |

The trade with Mexico became much larger after the close of the Kansas troubles, and in 1857 wool was added to the other articles—gold and silver, previously imported from there. The first considerable consignment of this article was to Chas. E. Kearney, who, in 1857, had removed from Westport to Kansas City. The Chicks and others soon followed, and the trade became quite an item in Kansas City's commerce. There was at this time a large increase in the mountain trade, and the amount of furs, peltries, etc., brought in by the mountaineers was largely augmented. Kansas City was, from 1821, the headquarters of this class of men. They always came here to settle up old engagements, make new contracts, market their furs, and look up old friends. In 1858 gold was discovered in Colorado, and immediately there set in a large immigration to that country. It was then a part of Kansas Territory. By this time it had become evident that though the cities in Kansas had had about an even start with Kansas City, and some of them, Leavenworth particularly, had outgrown her in population, that the Santa Fe trade and the mountain trade could not be diverted from her, and that had been about given up.

The contest for Kansas trade was still raging, with the balance turning more and more each year in favor of Kansas City, because of her superior commercial facilities at that time. But with the discovery of gold at the foot of Pike's Peak, there was a new contest opened. Leavenworth, Atchison, St. Joseph, Nebraska City and Omaha, all entered the list of competition, each hoping to attract it to herself, and upon its stimulus gain the ascendancy. Each had its own route. Those of Nebraska City and Omaha united at Fort Kearney and proceeded up the Platte Valley. Atchison and St. Joseph finally adopted the same route, which gave Nebraska City the advantage of all of them. Leavenworth undertook to open a route by the Smoky Hill valley, but in 1860 it had to be abandoned, and she opened a road to the Kaw River, a few miles west of Kansas City, where a bridge was built to enable her to get across to the old Santa Fe trail, *via* Council Grove and the Valley of the Arkansas, which was Kansas City's route. The contest waged long and bitterly, but the superiority of Kansas City's river landing, the boating arrangements of the Missouri, and the superiority of the Arkansas Valley route, with the earlier and later season, gave Kansas City advantages that secured her the larger part of the trade. In 1860 the New York *Herald* sent a correspondent to the west to write up the great plains' commerce, which was then so great an attraction to the whole country. He made a careful examination into the whole subject, noted the fact that Kansas City held the lead, that people from all parts of the west—even to Central Iowa—came here to make their start upon the great plains. He also collected and tabulated the trade of that year, and as nothing can better exhibit the then relative standing of the Missouri Valley cities, we subjoin it:

NEW YORK "HERALD'S" STATEMENT—1860.

CITIES	MEN.	HORSES.	MULES.	OXEN.	WAGONS.
Kansas City	7,084	464	6,149	27,920	3,033
Leavenworth	1,216	. . . .	206	10,952	1,003
Atchison	1,591	. . . .	472	13,640	1,280
St. Joseph	490	. . . .	520	3,980	418
Nebraska City	896	. . . .	113	11,118	912
Omaha	324	377	114	340	276
Total	11,603	844	7,574	67,950	6,922

FREIGHTS—1860.

FROM—	WEIGHT.
Kansas City	16,439,134
Leavenworth	5,656,082
Atchison	6,097,943
St. Joseph	1,672,000
Nebraska City	5,946,000
Omaha	713,000
Total	36,074,159

BANKS, ETC.

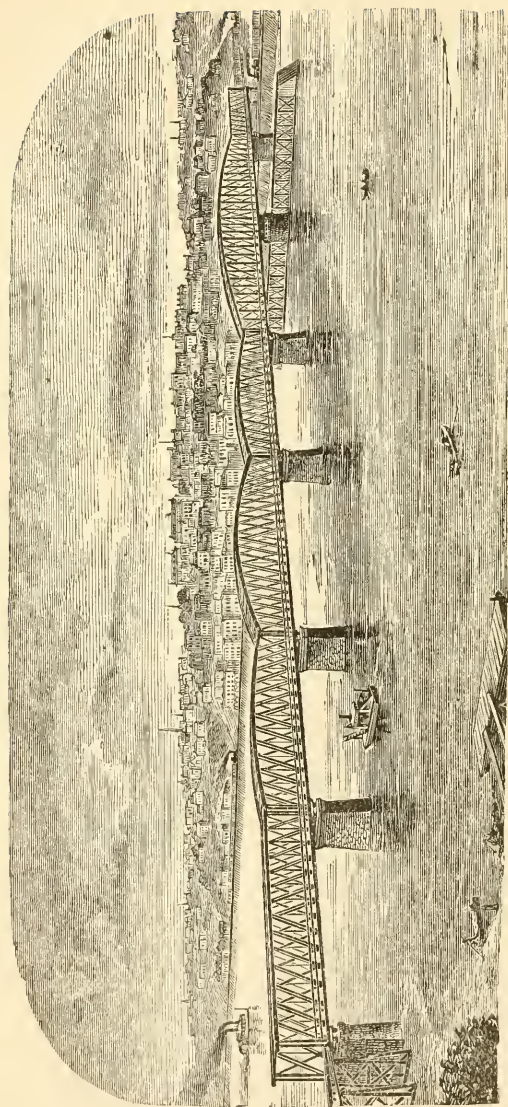
The first banking establishment in Kansas City was established in 1856 by Messrs. Coates and Hood, in connection with their real estate business. It continued in operation for several years. In 1857 Messrs. Northrup & Co., afterward Northrup & Chick, established a banking house which continued until 1864, when it was transferred to J. Q. Watkins & Co., and Messrs. Northrup & Chick went to New York. The next was a branch of the Mechanics' Bank of St. Louis. It was organized May 1, 1859, and opened for business in June. The directors were J. P. Wheeler, Kersey Coates, Dr. J. Lykins, Jos. C. Ranson, F. Conant, Wm. Gillis, J. C. McCoy, J. Riddlesbarger and W. J. Jarboe. Dr. Lykins was president, Col. E. C. McCarty cashier and Lewis Ramage attorney.

The second bank was a branch of the Union bank, which was organized in July, 1859, and opened for business in August. The directors were H. M. Northrup, C. E. Kearney, Thos. A. Smart, W. H. Chick, Thos. Johnson, N. T. Wheatley, Joab Bernard, Alex. Street and Edward T. Perry. H. M. Northrup was president and John S. Harris cashier.

The first jobbing dry goods house was opened by J. Wise and Co., in July, 1857. The first city loan for local improvements was made in 1855, and amounted to \$10,000, and was all taken at home. This money was expended by Mayor Payne mostly on the levee. In 1858 another loan of \$100,000 was made for street improvements, but there was so much delay in placing it that little good resulted from it until 1859.

In 1858 Charles M. Stebbins, president of the Missouri River Telegraph Company, whose line was then in operation to Boonville, sent the people a proposition to extend it to Kansas City. The aid asked was \$2,500, which he proposed to repay in telegraphing. The aid was promptly given, and the line extended, reaching Kansas City, Dec. 20th.

In June, 1858, the *Metropolitan* newspaper was established by Bates & Gilson. In January, 1859, the *Missouri Post*, the first German paper made its appearance, with Mr. Piennner editor, and A. Wuerz proprietor, and in 1860 the daily *Enquirer* was established.



RAILROAD BRIDGE OVER THE MISSOURI RIVER AT KANSAS CITY.

COMMERCIAL ORGANIZATION—THE CHAMBER OF COMMERCE.

The first attempt at commercial organization was in 1856, when the merchants established what they called the Board of Trade. It was manifestly too early to attempt anything like a daily exchange, so the Board of Trade took the form of a voluntary association, with little, if any organization, and the only object of its meetings was to exchange views about things generally, and in some sense maintain uniformity of prices among merchants.

The need of a more vigorous organization of this kind—one that should exercise a general care over the commercial interests of the city—soon became apparent, and hence an association was formed under the name of the Chamber of Commerce, which was chartered by the Legislature Nov. 9th, 1857. Dr. Johnston Lykins, W. A. Hopkins, John Johnson, M. J. Payne, Thos. H. Swope, S. W. Bouton, Kersey Coates, Jos. C. Ranson, E. C. McCarty, H. M. Northrup, H. H. King, J. M. Ashburn, Wm. Gillis, Dr. Benoist Troost, John Campbell and R. G. Stephens were the incorporators. Others afterward became connected with it, among whom were R. T. Van Horn, T. S. Case, Dr. D. Y. Chalfant and Ermine Case, and perhaps some others. This organization continued until the rebellion broke it up, and though its records are not now available, if, in fact, they are in existence, it is well remembered by many citizens of that time as one of the most potent elements in the development of Kansas City. It was the center of thought and opinion, and had the effect of largely uniting the people in commercial efforts. It became the source of public enterprise and public movements in a most marked degree. Under its potent influence the people all worked together for common ends, and whatever public movement or enterprise it decided upon, received the support of all, and the strength and energy and intelligence of all were united in giving it shape and carrying it forward. It thus inaugurated a system of railroads for Kansas City, and prepared a map showing the various proposed lines. It organized the companies and procured the charters, and in some instances, as in that of the Kansas City & Cameron, and the Hannibal & St. Joseph and the Kansas City, Ft. Scott & Gulf, it pushed the work forward to such a point that other parties took them up and completed them. It thus projected nearly every line of railroad now coming to Kansas City, and proposed for them substantially the routes now occupied. It gave tone and strength to a spirit of public improvement which prevailed during the years intervening prior to the war of the rebellion, and thus promoted the improvement of streets, roads and bridges adjacent to the city. Its revenues were contributed by its members, one of the provisions of its rules being that each member should pay into the treasury annually, for the purpose of public enterprise, the same amount paid into the city treasury as municipal taxes. This provided it with abundant moneys.

THE PANIC OF 1857.

Kansas City was but little affected by the panic of 1857. She had a number of railroad enterprises before her then that were stopped, but her trade was little affected. The large immigration to Kansas helped her over, besides which the commerce of the prairies, which was her main dependence, and which had always employed hard money, was not hurt. There was another favoring circumstance in the large amount of government money then expended on the frontier, of which she eventually, through her trade, became the principal recipient. In November 1857, the *Journal* contained an article on the situation which so admirably explains why this great panic did not hurt the city as it did all her rivals, that it is copied here :

“Border Money—During the week we have obtained from reliable sources a correct estimate of what may most appropriately be called border money—that is gold and silver coin that comes directly from the mint, or from New Mexico,

and is first put into circulation upon the Missouri border. This is the fund that in our last issue we said constituted the major part of our commercial basis, and which could not be withdrawn from the commercial operations of the border, no matter how disastrous the panic in the east may be. It is this fund, together with the general agricultural and industrial prosperity, that is to sustain the credit of the border, and save her from the general wreck and overthrow of the nation's finances. The whole amount of this border money is \$5,100,000. Of this, about \$2,800,000 comes directly from the United States Mint, and consequently comes here annually by virtue of statute law to that effect. The balance is from New Mexico and immigration. Here are the various funds:

Annuity Money	\$1,100,000
Army Money	2,000,000
Mail Money	200,000
Emigration Money	300,000
New Mexico Money	1,500,000
<hr/>	
Total	\$5,100,000

"The annuity money is annually paid to the various tribes of Indians on our border—and by them is forthwith expended with our border merchants—not a dollar of it is hid in the earth, or stowed away in old stockings. The money received, the Indian is on his pony and off to trade, and when the last dollar is expended he is satisfied, unless he can obtain credit (which many of them can) till the next pay day. In this way, border commerce gets annuity money.

"The army money is paid out to privates, for stocks and forage, and to officers. And if any of it is withheld from circulation for any length of time after it passes out of the Quartermaster's Department—then there is more husbandry in our army than it has credit for.

"The mail money is paid directly to the contractors, for the transportation of the mail over the plains, and by contractors expended on the border for service, feed and stores.

"The immigration money is brought here by immigrants to the Territory, to our own State, and to New Mexico, Utah and California. We can find no reliable data from which to estimate the amount of this money brought to our border, but have made up our figures from the information of our business men. This money is expended immediately on the border, and what little the emigrants retain after the purchase of supplies and outfit, he keeps in his pocket—for what! Why, to come down and trade again! Thus the immigrant pocket money nourishes our border commerce.

"The New Mexico money, amounting annually to \$1,500,000 is expended directly with our border merchants and producers, for stock, freight, supplies, and outfits. This money is brought direct from Mexico, and is composed of dubloons and Mexican dollars. On the border the boxes are opened and the money meets a general circulation. Every workshop, mechanic, merchant and farmers on this border, gets some of the money. Such is the intercourse existing between the border and the New Mexico trains, that this money obtains a general circulation with great rapidity. When a train arrives, the camp formed, and everything nicely "corralled," the money is in town, the employees paid off, feed purchased, stock increased or renewed, paid for, and everything connected with the business of the trains transacted with the greatest rapidity—and that makes business—a border panic—and the only panic we ever expect to see on the frontier, while its commerce is based upon border money."

LIVE-STOCK BUSINESS.

The immense freighting across the plains made Kansas City a good market for mules and oxen from 1854. In 1857, about 9,000 head of cattle and horses

were driven from Texas and sold here. The total receipts of live-stock for that year were estimated at \$200,000. In June, 1858, about 20,000 head of stock-cattle were driven here from Texas, but Kansas City was not then a market for that kind of stock, and having no railroads could not be. Hence they were driven on in the direction of Chicago, crossing the river at Randolph ferry. At that time there were more coming, both from Texas and the Indian Territory, and the whole number for the season was estimated, from what was deemed reliable data, at 65,000. At the same time cattle were going the other way, and in June 3,800 head crossed the river at Randolph from Iowa, going to California.

ENLARGEMENT OF THE CITY.

The commercial growth of the city during this period, its increased population and the large number of new buildings constructed, required more ground than was embraced in the original surveys, or in fact in the original charter. Hence a large number of additions were platted. In this place is given the date of the filing of plats of these additions and of re-surveys, including also the date of filing of the plat of the old town company in 1839, and 1846 and 1847.

1839—First plat, Town of Kansas.

April 30, 1846, second plat, Town of Kansas.

1847, third plat, Town of Kansas.

November 29, 1855, Hubbard's Addition.

March 28, 1856, first plat, McGee's Addition.

May 19, 1856, first plat, Troost's re-survey, blk. 16, O. T.

July 19, 1856, Lykins'.

April 6, 1857, Lawrence's.

April 8, 1857, Belleview Place.

April 16, 1857, Swope's.

April 30, 1857, Ross & Scarritt's Addition.

May 26, 1857, Thomas'.

June 2, 1857, Coates'.

June 3, 1857, second plat, McGee's Addition.

June 22, 1857, Pulliam's.

July 15, 1857, Peery Place.

August 15, 1857, Turner & Co.'s.

August 31, 1857, Roberts'.

September 7, 1857, Johnston's, J.

September 10, 1857, Rivard's.

September 19, 1857, Ramson & Hopkins'.

September 23, 1857, Bouton's.

December 21, 1857, Swope's, T. H., 2d.

December 23, 1857, Reid's.

January 1, 1858, Guinotte's.

January 23, 1858, Roberts' Corrected Plat.

March 18, 1858, Ford & Whitworth's.

March 31, 1858, McDaniels'.

July 19, 1858, Hood's.

July 29, 1858, Ramson & Talley's.

August 3, 1858, Johnson's sub. of land 7, O. T.

August 12, 1858, McGee's, J. H.

August 26, 1858, Ashburn's (East Kansas).

January 7, 1859, King's Re-survey, in Hubbard's Addition.

February 1, 1859, Ashburn's.

February 4, 1859, King & Bouton's Re-survey, W. $\frac{1}{2}$ blk. 10, E. $\frac{1}{2}$ blk. 11, O. T.

March 7, 1859, East Kansas.

April 7, 1859, Vineyard's.

June 6, 1859, Ridge's Place.

July 1, 1859, Lockridge's.

August 5, 1859, Lot Coffman's Addition.

October 3, 1859, T. A. Smart's Addition.

March 2, 1860, Lucas Place Addition.

April 13, 1861, West Kansas, Addition No. 1.

May 24, King & Bouton's Re-survey of blocks in Old Town.

To extend the municipal authority and protection over the rapidly extending town, an amendment to the charter was procured, January 29, 1857, which extended the limits west to the State line, south to Twelfth street, and made the eastern boundary the half section line which runs along the alley between McGee and Oak streets. This greatly enlarged the corporate limits to the west and

south, but left out the forty-acre tract on the east which had been embraced in the corporate limits under the original charter.

On the 12th day of February, 1858, the Legislature again enlarged the corporate limits, extending the city southward by the State line to Twenty-second street, eastward along that street to Troost avenue, northward along Troost avenue to Twelfth street, eastward with Twelfth street to Lydia avenue, northward with Lydia avenue to Independence avenue, thence to the quarter section line a little west of Lydia avenue, which the corporation line followed to the river. This act divided the city legislature into two branches—a board of aldermen and a city council, a provision which was repealed in December following. It also directed the city council to divide the city into three wards, and to this end an ordinance was adopted March 5th, making all that part of the city east of Grand avenue the first ward, and between Grand avenue and Delaware street, and Main streets south of the Junction, the second ward, and all west of Delaware, and of Main street south of the Junction, the third ward.

THE WAR OF THE REBELLION.

The events thus chronicled brings this history down to the outbreak of the War of the Rebellion, which was exceeding depressing to Kansas City, checking her progress and causing her to retrograde as will hereafter be shown.

During the excited political contest of 1860 public attention was so much absorbed with politics that there appears to have been but little effort to inaugurate new enterprises. Old ones, especially railroad projects, were carried forward, but none to completion, until the war cloud arose in the winter of 1860-1. Kansas City had then become a place of 4,000 population. She had triumphed over all her competitors for the commerce of the prairies, and had absorbed the trade of southern Kansas. Nearly all the railroads she has now were projected, and the Missouri Pacific and the Cameron Branch of the Hannibal & St. Joseph were soon to be completed. But the darkness of the cloud that covered her hid all her glory. All enterprises, and nearly all business as well, was stopped. The *Journal of Commerce* suspended, the other newspapers stopped, and past triumphs, present advantages, progressing enterprises and future hopes, were all forgotten in the frenzied throes of the national agony.

RETROSPECTIVE.

In May, 1859, the *Journal of Commerce* made this brief but comprehensive retrospect of the progress since 1855:

"In October, 1855 when we first took charge of this paper, there was a population of 478, all told, within the city. The levee consisted of a "chute" dug in the bank in front of the warehouses of W. H. Chick & Co. and McCarty & Buckley. The Eldridge House (now old Gillis House) ground entrance was in the present second story, and the only street in the "city" was a common country road, which wound round the bluff into the ravine below Market street (Grand avenue), and followed the windings until it struck the divide south of McNees' mill. The principal products of the city were dog fennel and Jamestown weed.

"The business consisted solely of the Santa Fe shipping trade and the like business for the annual trains of the mountain men and Indian traders. The local trade was carried on principally with the Wyandotte Indians, and the people living in the classic shades of "Gooseneck."

"The city authorities consisted of a mayor, our present active officer, assisted by a board of city fathers, who had the delectable task of disposing of the contents of an empty treasury at the rate of \$0 00 per day. The august assemblage was waited upon in the real Kentucky style of doing the dignified, by ex-Marshall Howe, who carried the financial budget of the city in his hat.

"It was thus we entered the campaign of 1856. At this date, Michael Smith, street contractor, had straightened the river end of the road into Market street, and under one of the cornfield engineers, of whom we have had such bright examples, had commenced excavating at the bottom of the ravine on Main street—but still there was no street.

"In 1856 a brief season of activity set in which was soon stopped by the frosts of the Kansas troubles, which paralyzed all business and enterprise and stagnated every branch of trade." This state of affairs continued until the close of the season, and when the spring of 1857 opened, there had been but little if any real advances made in the city.

"The bluffs still towered over the landing; no streets were cut through; no cross streets were contemplated. Under all these depressing circumstances, with no foreign capital to assist us, with active competition above, below and behind us, with an empty exchequer and no resources from which to replenish it to any extent, our citizens boldly entered upon a system of improvements of a magnitude never equaled by any city built in the world. It is now twenty-four months since the work begun, eight of which were closed to operations by the frosts of winter and twelve of them under the financial pressure occasioned by the crisis of 1857, and what is the result?

"A city of eight thousand inhabitants; a list of mercantile houses surpassing that of any Missouri River town, with a trade larger than any city of her size in the world; with four streets cut through the bluffs, cross streets opened and opening for eight squares from the river; a whole town built up outside of her original limits (McGee's addition), containing the longest continuous block of buildings west of St. Louis; an entire new business locality excavated out of the bluff, and built up with solid and substantial buildings in the center of the city; the crest of our "seven hills" covered with private residences; roads constructed into the interior, and the best levee on the Missouri River. All this has been done since the first day of May 1857, without a dollar of outside capital to assist us, and with the money made by the business of the city itself.

"We will have in operation in a short time a bank with a capital of \$250,000, and before August a second with a like capital. Insurance offices that do a larger business than any institution of the kind in the upper country; a city treasury able by the present assessment to pay every dollar held against it; private bankers that have their drafts honored in any city of the Union or Europe, and a solid and substantial mercantile credit from Boston to New Orleans."

At the close of the period of which we now write, Kansas City had made considerable further progress in the same general direction. The banks above referred to were put into successful operation; large numbers of people had been added to the population; many new houses had been built; new stores and shops opened, and the trade generally enlarged. The street improvements progressing at the time of the *Journal's* article above quoted had been much advanced; country roads had been further improved, and the railroad schemes, in which Kansas City was then interested, had made much progress.

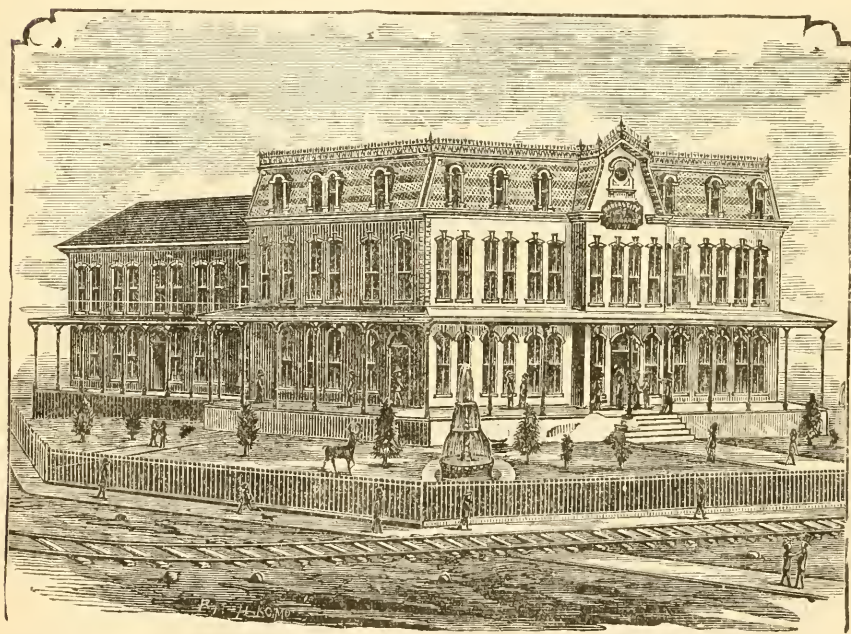
In other respects the city had made much advancement in social aspects, which, up to this time, we have not noticed. The formation of societies, and the organization of churches and lodges, are the incident of commercial development, and had attended, so far, the development of Kansas City. At the close of the year 1860 there were in Kansas City three lodges of Masons, two of Odd Fellows, one of Good Templars, a Turnverein, Shamrock Benevolent Society, Orpheus Singing Society, a Chess Club and a Bible Society. There were the Kansas City Female Seminary, a Rectory School, a young gentlemen's seminary and a German school. The churches were: two Methodist, one Baptist, two Presbyterian, one Episcopal, one Catholic and one Christian.

There were also the Board of Trade and Chamber of Commerce, both of

which had grown directly out of the development of trade. There were three banks, one insurance company, one daily and two weekly English newspapers, one German weekly and a bi-monthly medical journal.

At the census in 1860 the population of Missouri Valley cities was as follows: Independence 3,164; Kansas City 4,418; Leavenworth 7,379; Weston 2,921; Atchison 2,611; St. Joseph 8,932; Council Bluffs 2,011, and Omaha 1,881.

Such was the situation in which the war found Kansas City, but before proceeding to narrate the effects of that struggle, an account will be given of a series of facts contemporaneous with those chronicled in this and the last preceding chapter relative to the development of railway enterprises. This will be presented in the next chapter.



KANSAS CITY LIVE STOCK EXCHANGE.

CHAPTER IX.

THE INCEPTION OF OUR RAILROADS.

Kansas City Takes the Lead in Efforts to Secure Railroad Facilities—Her Efforts Start a Fever in Railroad Enterprises in Western Missouri and Kansas—The Inception of Her Own System—The Hostility of Kansas—The First Efforts in Behalf of Trans-Continental Railroad—Kansas City in the Struggle, with Both the Slave and Anti-Slave Sections for the Road—The Enthusiasm of the Period—Beginning of Railroad Work—The Real Founders of Kansas City—Their Trials and Triumphs.

The agitation of the construction of railroads began in some parts of Missouri in 1849, a convention of that kind having been held in St. Louis in that year. Railroads then began to reach toward St. Louis, and approach the Mississippi from the east at other points. The country had become settled and productive to an extent that some method of transportation better than wagons had become necessary; yet this was the only means, except near the navigable rivers. The Missouri River, by steamboat, was the only method of reaching the central and western parts of the State. The Pacific Railroad, from St. Louis to the western line of the State, was chartered in 1852, and the Hannibal & St. Joseph, through the influence of R. M. Stewart, afterward Governor, some time before that.

KANSAS CITY STARTS THE FEVER IN WESTERN MISSOURI.

Kansas City, by reason of being situated at the great angle of the Missouri River, which made her the nearest river point for the New Mexican plain; and Indian trade, was beginning to attract attention on account of her commerce and her people, appreciating the advantage her situation gave her, but knowing that railroads would make a great commercial center wherever they concentrated on the western border, and take all the plains trade to that point, saw that their future depended upon getting the railroads. One had been chartered already to St. Joseph, and another from St. Louis to the western border. She feared the effect of the one, and the possible location of the other. She began to make efforts to secure the Pacific, and to tap the Hannibal & St. Joseph, so that she would enjoy equal advantages with the latter named place. Thus, in 1855, there arose an activity in railroad schemes rarely equaled in any community, and the work done was, for a town of less than a thousand people, enormous. The agitation of this class of enterprises at Kansas City, at this time, can be best represented by an account of events in the order in which they occurred.

On the first of December, 1855, news was received from Jefferson City that the Legislature had passed a bill, giving State aid to certain railroads, among which was the Pacific. This gave great satisfaction here, as it was expected that the road would be immediately pushed through, and Kansas City was sanguine of success in securing its terminus.

In December, 1855, she got a bill passed by the Missouri Legislature, incorporating the Kansas City, Hannibal & St. Joseph Railroad Company, the object of which was to build a road to the nearest point on the Hannibal & St. Joseph. The incorporators were Dr. B. Troost, W. H. Chick, M. J. Payne, A. J. Martin, Thos. Swope, Joel Walker, H. J. Richards, J. Riddlesbarger, Alex. Gilham, Gainus Jenkins, W. J. Jarboe, Jos. C. Ranson, J. W. Ammons, S. W. Bouton, Dr. J. Lykins, Dr. T. B. Lester, D. K. Abeel, J. W. Summers, J. A. Fenley, and William A. Strong. Governor Price vetoed the bill, but it was passed over his veto. This was the inception of the road to Cameron.

The discussion of this project started the agitation in Western Missouri, and all the towns began to hold meetings, and project railroads. Among others projected was the Parkville & Grand River, the Canton & Western, and the St. Joseph & Burlington. Meetings were held in almost every town in Western Missouri, and some kind of a project originated. The fever spread to Kansas, and Leavenworth, Lawrence and Atchison soon had their projects.

The first Legislature of Kansas chartered the Kansas Valley Railroad, from Kansas City to Fort Riley, on the south side of the Kaw. This was the beginning of the agitation of a road in that valley, where we now have two.

THE INCEPTION OF OTHER ROADS.

The prominence Kansas City had already attained as the headquarters of the trade of the plains, led to the projection of several roads to her; among which was the Kansas City & St. Joseph Railroad, which was chartered some time prior to 1855. This was the inception of our present Kansas City, St. Joseph & Council Bluffs Railroad.

A Railroad to Galveston Bay began to be agitated in 1855. The road now known as the Texas Central, or a road occupying substantially the same route had been chartered and its construction begun.

In the latter part of 1856 a company was organized in Arkansas and started a project called the Napoleon & Kansas City Railroad, which was to run from Napoleon, on the Mississippi River, via Fort Smith to Kansas City. Dr. Lee was president of this enterprise, and Capt. Lloyd Tighlman engineer, and part of the survey was made. It was looked upon with so much favor that some of the Missouri counties were urged to give it aid. Napoleon was then a place of more importance than since the war.

In discussing the Galveston Railroad project it was soon discovered that the country northward of Kansas City took an interest in it, and would like to have it extended through their section. Hence, in February, 1857, a company was organized here, taking the name of the Kansas City, Galveston & Lake Superior Railroad Company, the purpose of which was to procure the building of a road from Lake Superior to Galveston through Kansas City. Dr. Lykins, Jos. C. Ranson, R. T. Van Horn, Robert J. Lawrence, S. W. Bouton, were the first directors. Dr. Lykins was elected president, R. T. Van Horn, secretary, and Kersey Coates, treasurer.

January 12, 1856, books were opened for subscriptions to the stock of the Kansas City, Hannibal & St. Joseph Railroad. It was then expected that the road could be located by March and constructed in two years, and that it would prove the most important line for the city, because more practicable for immigrants to Kansas. Four days afterward a meeting of the people appointed J. Riddlesbarger, Jos. C. Ranson and J. C. McCoy to correspond with E. M. Samuels, of Clay county, relative to the survey of the road. Clay county had already proposed to pay half the expense if this city would pay the other. This proposition was promptly accepted.

January 27th the Kansas Valley Railroad Company was organized with E. F. Perry, W. H. R. Lykins, J. C. Ranson, William A. Hopkins, J. M. Ashburn, Kersey Coates, Dr. J. Lykins, David Hood and Thos. H. Swope as directors. Dr. Lykins was elected president and Kersey Coates secretary and treasurer. The purpose of the company was to build a road on the south side of Kaw River to Fort Riley. Three hundred shares of the stock were subscribed at the meeting at which the organization was effected.

On the 5th of July, 1856, the directors of the Kansas City, Hannibal & St. Joseph Railroad engaged Robert J. Lawrence to survey and locate the line. The work was begun the next week, and an agent accompanied Mr. Lawrence to solicit subscriptions to the stock.

The day previous to this appointment, July 4, Col. E. M. Samuels, of Clay county, addressed the people of Liberty in behalf of extending the line to Keokuk, and on the 9th he addressed the people of Kansas City on the same subject.

On the 19th of July, 1856, was the first mention in Kansas City of the Napoleon & Kansas City Railroad, in a letter from Dr. F. A. Rice, of Keysburg, Ky.

On the 19th of July the survey of route of the Kansas City, Hannibal & St. Joseph Railroad was finished by Mr. Lawrence to Fishing Creek, and on the 26th, Joseph C. Ranson made the first call upon subscribers to the expense of the survey.

On the 4th of October, 1858, the directors of this road resolved to organize under the general incorporation law of the State, as the Keokuk & Kansas City Railroad, and asked the people to assemble and memorialize the city council to order an election to vote \$150,000 stock in it.

The election occurred on the 14th, and the proposition was carried almost unanimously. At that time Keokuk had voted \$45,000, and it was estimated that \$900,000 more could be procured along the line, besides \$50,000 of individual subscription in Kansas City and an equal amount in Clay county. A convention in the interest of this road was called to meet at Linneus, November 20, 1856; accordingly a public meeting was held in Kansas City on the 10th, and the incorporators of the Kansas City, Hannibal & St. Joseph Railroad were requested to attend. The report of the survey, made by Robert J. Lawrence, was made November 15th, and the line was regarded as exceptionally favorable. This survey extended only to the line of the Hannibal & St. Joseph Railroad. At the railroad convention at Linneus, November 20th, there were delegates from Keokuk, Kansas City and from Scotland, Lewis, Adair, Linn, Livingston and Clay counties. Dr. W. A. Hopkins, Kersey Coates, Jos. C. Ranson, T. M. James, S. W. Bouton, Robt. J. Lawrence, M. B. Hedges and R. T. Van Horn attended from Kansas City, and Col. Van Horn was elected secretary. This convention resolved that the road was necessary and must be built, and raised a committee to obtain a charter from the Missouri Legislature. That committee was Col. E. M. Samuels of Clay county, and Kersey Coates and R. T. Van Horn of Kansas City. W. Y. Slack, of Chillicothe, was appointed agent, and an assessment of three thousand dollars was made to pay for a preliminary survey, to be made by the Kansas City, Hannibal & St. Joseph Railroad Company. This convention was followed with many enthusiastic meetings along the proposed line, and subscriptions of stock by most of the counties.

On the 2d of January, 1857, Gen. J. W. Reid, of this city, introduced into the Missouri Legislature a bill to incorporate this company, and it passed on the 6th, though not without some opposition, as several members were afraid that if the road were built it would become a conveyance for runaway slaves, because it terminated in a free State. As soon as this charter received the signature of the Governor, the company opened books in Kansas City, and two hundred and fifty shares of stock were immediately subscribed by the people.

In January, 1857, the Missouri Legislature also chartered the Kansas City & Galveston road. This road was to extend northward to Lake Superior, and John J. Shoemaker commenced the survey from Kansas City, north through Platte and Clinton counties, and enthusiastic meetings were held at Plattsburg, Smithville and Barry.

In December preceding (1856) Gen. Duff and party bought up the entire stock of the Kansas City & St. Joseph Railroad, and March 3d a bill was introduced by Gen. Reid into the Missouri Legislature which was passed and signed, appropriating \$75,000 for it, under the name of the Platte County Road, by which it was afterward known. One-half the sum was to be expended between Kansas City and St. Joseph, and the other half in extending the line to Iowa.

In March, 1857, the Louisiana Legislature passed the bill to incorporate the

New Orleans, Shreveport & Kansas City Railroad, the line to touch the points named and run along the line between Arkansas and the Indian Territory, and Kansas and Missouri. Among the incorporators named in the bill were Kersey Coates and Dr. Lykins, of this city, and E. M. Samuels, of Clay county.

On the second of June, 1857, Mr. McPherson, president of the Pacific Railroad, visited Jackson county, and promised to complete the road to Kansas City in eighteen months, if Kansas City would give it \$150,000 and Independence \$50,000, and it was promptly voted.

The Kansas City and Keokuk Railroad company completed its organization July 6th, by electing Kersey Coates, president, Joseph C. Ranson vice-president, S. W. Bouton secretary and Robert J. Lawrence engineer.

The survey of the Kansas City, Galveston and Lake Superior road was completed to the line of the Hannibal and St. Joseph road by Mr. Shoemaker, July 11, and the cost of construction was estimated at \$22 000 per mile.

These, with a contemplated but unorganized road to the Pacific Ocean, and one to Santa Fe, was, in brief, the railroad system mapped out at that early day. It was grand in its conception, grand in the audacity with which it was presented by a frontier town with less than a thousand population and no railroad within two hundred miles of her. The struggle for its realization was a grand struggle, and resulted in the grandest of all—its substantially complete fulfillment.

Before anything further could be done in way of the roads, which then seemed to be progressing so finely, the financial crash of 1857 came, sweeping away not only credit but the currency as well, and all enterprise, not only in Kansas City, but elsewhere stopped. Kansas City did not suffer much otherwise, as she maintained her fine trade on the plains and with Kansas and Kansas immigrants. But there was no further efforts made in the building of railroads until the following spring, though her favorite enterprises were held in warm remembrance, and much discussed by the people.

THE SPIRIT OF THE TIMES.

The spirit and enthusiasm and hopes of that period cannot be better shown than in the following speech by Col. Van Horn at a merchants' supper, Christmas, 1857, in response to the toast—"Railroads and the Press—Twin Brothers in American Progress and Development." He said: "The meeting had imposed upon him a task, a response to which might necessarily involve somewhat of egotism, for as regarded the press, he felt that it was speaking somewhat of self, when he touched upon the habit of his life; but in regard to railroads no such delicacy existed.

"It might seem strange to some gentlemen who had not yet waked up from the effects of the sedatives their mothers administered to their infant necessities, that any one should attempt to speak of Kansas City railroads, when not a mile has yet been built leading from its boundaries. It is true as yet we have only charters, but there never was a railroad built without a charter—so we have at least taken the first step. But we have taken a second step. We have made very thorough surveys of two routes, and have made large subscriptions of stock. The intellect of the city has mapped out a railroad chart for Kansas, covered it with charters, and secured them advantages beyond the power of any interest to cut off. We have not a charter of the seven roads entering here that is not secured forever by the vested rights of their stockholders—there is no city or town in American history that has done so much within the short space of two years.

* * * * *

"Railroads involve a philosophy in the progress of the world that is fruitful in study. We, living in this rushing age, lashed to the car of progress and borne ahead by the whirl of events, are too apt to forget what the world once was, in

the days of pack horses, Connestoga wagons, broad horn river craft—and what it now is in those countries where primitive modes of transport still exist, and where the camel and the ass are the “ships of the desert,” and the broad horns of the valleys of the old world—and where even men are bred and trained for the transport of merchandise between distant cities. In those old countries courts built cities, and the decrease of despotic rulers oblige whole empires to pay tribute to their licentious capitals. There it was that Nineveh, Bagdad, Constantinople and the ancient seats of commerce and wealth rose to eminence. The *people* establish their own commercial capitals, and the seats of our Republican courts are enlivened only at intervals by the representatives of her commercial marts and rural plains, who seek the quiet and seclusion of her civil halls for consultation upon common interest. Washington, Columbus, Springfield, Jefferson City, and Baton Rouge are the capitals of our rulers—New York, Cincinnati, Chicago, St. Louis and New Orleans are the metropolitan cities of our people. God has marked out by topography the lines of commerce, and by the ranges of mountains and courses of rivers has fixed its centers and marts—and it is by studying these great tracings of the Almighty’s finger that the pioneer of trade and the herald of civilization has selected the site of these gigantic cities of the Republic, and which has fixed upon the rock-bound bay of the Missouri and Kansas as the last great seat of wealth, trade, and population in the westward march of commerce toward the mountain basins of the Mississippi and Pacific. If men will only study topography the problem is solved.

“Since the days of Columbus commerce and enterprise have been seeking the *west*—west, west, has ever been the watchword—over the Atlantic, up the Potomac, across the Alleghanies, down the Ohio, over the Mississippi, up the Missouri. It is found at last. Kansas City stands on the extreme point of western navigation—it is *the* west of commerce; beyond *us* the west must come to us overland. I say again—the west at last is found. (Enthusiastic and prolonged applause.)

“We are now passing through the ordeal of early St. Louis. Surrounded by rivals that control public sentiment to a great degree, and with the legislation of the country against us, we are still outstripping all precedents, and surely and swiftly rising to metropolitan proportions and power. We are in the central parallel of population and production, and as sure as the sun in his course imparts to our valleys and plains the richest of his fructifying rays, just so sure will our fortune be great and certain. Without intending to touch upon political topics, I must be permitted to say that Robert J. Walker, in what he said of the isothermal line, uttered a greater truth and exhibited greater wisdom than in anything else he said in Kansas. It is upon that line that population must center. It now contains two-thirds of the population and four-fifths of the cereals of the world. Thus the law of population itself will bring the great Pacific Railroad up the Kansas valley, for through that valley will flow three-fourths of the emigration westward—and this is one of our chartered roads; another leading to Galveston on the south, bringing us nearer to tide-water than are St. Louis, Chicago and Cincinnati, and shortening our present distance fifteen hundred miles; the Platte country road and the Keokuk road, reaching the northwest and northeast; the Pacific road east, now half completed to the valleys of the Ohio and the basin of the great lakes; and the Memphis road penetrating the cotton regions of the sunny South—these roads will, when all opened—as they will be—open up to Kansas City a mine of wealth unsurpassed by any city in the world—bringing within seventy hours of each other the cotton, sugar and stock of Texas, the robes and furs of the plains and mountains, the manufactures of the east, and the lumber and copper of the Mississippi and Lake Superior.

“But I am asked by a certain class where is the money to come from? I will answer that twelve years ago Chicago had a population less than our’s now

is, and was without a mile of railroad. Now she has a population of one hundred and thirty thousand, and over ten thousand miles of railroad radiating from her wharves in every direction—and all this has been accomplished without the expenditure of a single dollar of her business capital. Let the world know of us as it did of Chicago, that here is the commercial center, fixed by the laws of nature herself, and the capital of the world will stretch out its iron arms for our commerce—the roads will be built. Let us work westward—that is the word for Kansas City—and the first snort of the iron horse as he bounds away for the headwaters of the Kansas will be the herald of the swift completion of the iron highways of commerce with the East.” (Enthusiastic cheering.)

THE UNITY AND MOVEMENTS OF THE PEOPLE.

Owing to the severe struggle of border and Kansas towns for commercial supremacy, the people of Kansas City became closely united as early as 1855, and continued so until the unity was broken by political animosity at the beginning of the war. During that period the whole city moved as one man, or as a corporation in which there was no faction. The summer was the business season, and the winter, when there was little trade, enterprises were discussed, organized and set in motion. There was great activity in all directions, but in none more than in railroad projects. A brief statement of events and movements in their chronological order will best illustrate the activity, earnestness and devotion of those times.

In May, 1858, there was a revival of interest in the Platte county enterprise, and meetings were held at Kansas City and along the line of the road. An engineer was put on and the survey completed between St. Joseph and Kansas City, by way of Platte City, that summer.

The same month the new directory of the Pacific caused it to be located between Pleasant Hill and Kansas City. This road, from the time its line reached Jefferson City, coquetted with the people along the proposed line for aid and made no location until it had made the counties bid up on each other until the last dollar had been secured. Then it gave the road to the highest bidder. As its terminus on the western State line was not fixed, Cass and Jackson counties became contestants for it. After getting them to put up their last dollar it accepted the aid of both, located the line to Kansas City via Pleasant Hill, in Cass county, and thus filled the contract with both. It has since been extended beyond Kansas City and a line has been built westward from Pleasant Hill, and thus Cass and Jackson have been deprived of what they thought they were to get—the western terminus of the road.

A ROAD TO THE PACIFIC OCEAN.

The idea of a railroad to the Pacific Ocean, which seems to have been first suggested by Fremont, and gained formal and popular shape by the great railroad convention at St. Louis in 1849, was much discussed in Kansas City up to this time. It was held that justice to the trade of the country and the treasury dictated the Kaw Valley route. It was held that by this route half the transcontinental line was already completed—from the Atlantic seaboard to St. Louis—and that thence westward there was available a succession of rich valleys like those through which passed the Baltimore & Ohio and Ohio & Mississippi Railroads; that the route was the most central, the easiest of construction, and embraced the lowest and most available passes through the mountains. Kansas City made a strong effort to get this route recognized by the establishment of an overland mail, which was being discussed in Congress in 1856 7-8.

Her sectional position, however, was not favorable, for Congress was then under the dominance of the South, which could not comprehend that there was anything north of the slave States worth considering, and held a route to be cen-

tral must be central to the country south of Mason & Dixon's line. St. Louis even favored this view, and lent her influence to a route by the way of Memphis and Little Rock, and thence across the arid *Llano Estacado*. At the same time the northern members of Congress, equally sectional as the southern, wanted the Pacific Railroad to start from a point on the frontier, west of Chicago.

Kansas City, undaunted, undertook the task alone, and in July, 1858, her Chamber of Commerce sent Col. Van Horn to Washington with a memorial to Congress on the central route, which was a most thorough, exhaustive and unanswerable presentation of its advantages, which, on account of its historical value, is here presented.

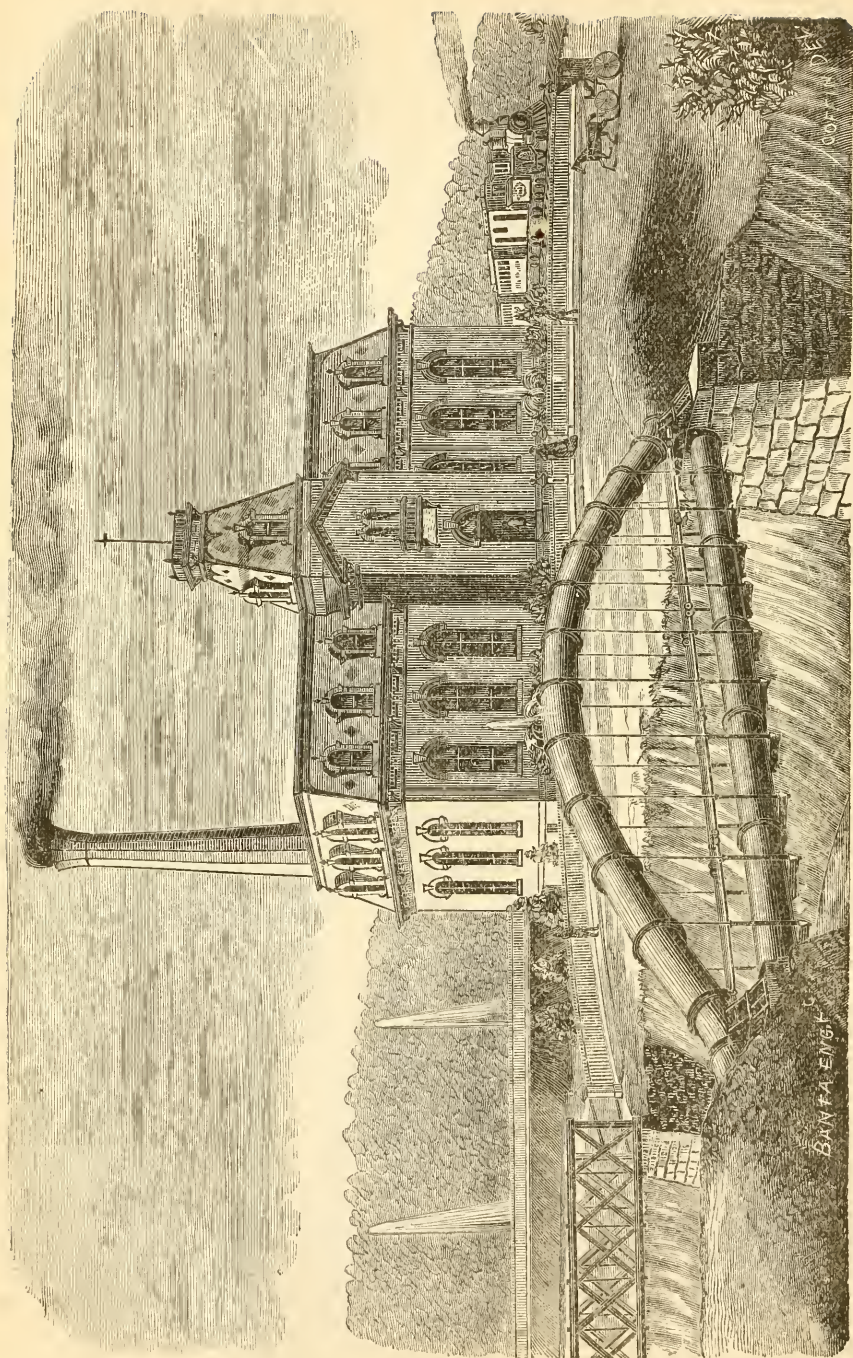
MEMORIAL.

"To the Senate and House of Representatives of the United States, in Congress Assembled :

"Your Memorialists, the Chamber of Commerce of the City of Kansas, State of Missouri, would most respectfully represent that we are deeply interested in the question of the construction of a railway to the Pacific Ocean. We are situated upon the central geographical line of the continent, as well as of the Union, and believe that such line is best adapted for the construction of a railway. We adopt the premises, that facilities for construction being equal, it is the duty of the Government to construct said road on the most central route, as by so doing all parts of the Union would receive more equal benefits. Believing this to be not only the duty, but the inclination of the Government, it will be our purpose to show that the central route, or, more definitely, the route by the valley of the Kansas River, is not only as practical as any other projected route, but that it is the only route that possesses all the requisites for constructing, maintaining and operating a railway across the continent of North America. In order to present this subject in all its elements, it will be proper to consider it in the order of its geographical position, climate, capacity to support a population and its topographical adaptation for railway construction. We shall then consider, first,

ITS GEOGRAPHICAL LOCATION.

"The Lake of the Woods, on the 49th parallel, and Galveston, near the 29th parallel, may be taken as the extreme northern and southern boundaries of the central portion of the Republic. This would make the 39th parallel the central line, upon which parallel is the valley of the Kansas River, and an air line drawn from Galveston to the Lake of the Woods cuts the delta of the river. From New York to the mouth of the Kansas River is 1,316 miles; from Philadelphia, 1,285 miles; from Baltimore, 1,198 miles; from Charleston, 1,010 miles; from New Orleans, 980 miles. These distances are calculated by the most direct railway connections, completed and in progress. By air lines the distances from the mouth of the Kansas River are, to New Orleans 654 miles, to Charleston 900 miles, to Baltimore 936 miles, to Philadelphia 1,012 miles, and to New York 1,012 miles. It will be thus seen that most of our principal seaboard cities on the Atlantic coast can reach the mouth of the Kansas River by routes nearly equal in length; thus maintaining, in regard to the trade of the Pacific, the same relative positions, advantages and disadvantages now possessed or afforded them by natural position, climate and facilities for ocean and interior commerce. It would place the Government in no position obnoxious to the charge of favoritism, but like the favors of Providence, its work would fall alike upon all, leaving to individual enterprise and the laws of trade to determine, if any, the points of commercial supremacy. Indeed, if within the province of a memorial, we would suggest that political considerations alone ought to deter Congress from giving to any one section of country undue facilities for controlling the trade and moneyed interests of



PUMPING AND ENGINE HOUSE OF THE KANSAS CITY WATERWORKS.

this great Republic, as all such concentrations and monopolies are destructive of public morality, and that equitable adjustment of interest so essential to the harmony, protection and development of the whole.

"In considering this question, it is proper that we should keep before us one great object in the construction of such railway—that is, to connect the two oceans, and afford a military road, accessible from all portions of the Union, for the protection of all its posts. In a strategetical view, your memorialists cannot perceive how the country is to be advantaged by the construction of such a road upon the 48th parallel, its whole length skirted by the possessions of a foreign power; or by taking the 32d parallel, on the borders of a State with which we have been at war, and with which only a *quasi* peace is now, or has been maintained, for the past twenty years, thus subjecting it to inroads of hostile forces, for half its length, on either route. Again, on either of the above routes it would run entirely outside the forts of the Government, away from the Indian tribes, away from the routes of travel, and away from all the interests of the country needing protection.

"The central route between the Atlantic and Pacific oceans seems to be marked out by the topography of the country, and should at least be considered before the question of routes is determined. By reference to maps it will be seen that we have three systems of mountains running north and south; this gives us six systems of rivers running east and west, which rivers occupy the series of central valleys dividing the continent from east to west. These are: the valleys of the Potomac, the Ohio, the Missouri, the Kansas and the Rio Colorado.

"This latter valley is turned from its course by the chain of Wahsatch mountains, where it deflects to the southwest, entering the Gulf of California in latitude 32°. But nature seems to have provided for the result by the valley of the Nicolet whose waters run east of the Wasatch range and divide it by a natural channel precisely on the 39th parallel, by which we have an easy route to the spurs of the Sierra Nevada, near the 119th meridian of longitude, where the route strikes the western stream of the Great Basin, and following which by either of the valleys of the Carson or Walker River to the valley of the Sacramento, or bearing south by Owen's River to the valley of the San Joaquin, via Stockton, to San Francisco.

"These may be denominated the central valleys of the continent, upon which the locomotive is now running for a distance of about 1,223 miles, 150 of which are west of the Mississippi, and is being prosecuted by the State of Missouri, as rapidly as the work will admit, to the mouth of the Kansas. Within two years there will be a continuous line of railway from tide water, by these central valleys, to the mouth of the Kansas River. Already has a company been chartered to continue this road up the valley of the Kansas to Fort Riley, which, when completed, will make near 1,400 miles of this route already constructed by the unaided energies of the people inhabiting these central valleys—or one-half of the railroad.

"By the routes named, or by any other route wherever started, the people would have to go back over a country where population has neither demanded or constructed railways, and rebuild nearly five hundred miles of road already constructed or in progress, before the locomotive could reach its present western station in the wake of population and trade.

"Is it just thus to re-tax the energies of the people to the extent of \$20,000,000 or \$30,000,000 to secure commercial facilities that they have already provided? By the selection of either of these routes, it would force upon the country the task of reconstructing their whole system of roads, or of doubling their extent in order to reach the great channel of continental commerce and transportation.

CLIMATE AND POPULATION.

“In considering this part of the subject, we do not conceive it necessary to lose sight of the object under consideration by a multiplicity of details or barometrical observations. It will suffice to state that within the 32d and 44th parallels is embraced California, one-half of Oregon, Utah, New Mexico, Kansas, one-half of Nebraska, Arkansas, Missouri, Iowa, Illinois, Indiana, Ohio, Kentucky, Tennessee, North Carolina, South Carolina, Virginia, Maryland, Pennsylvania, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, and the larger portions of Georgia, Alabama, Mississippi, Louisiana, Texas, Michigan, Wisconsin, New Hampshire and Vermont, and from within these parallels comes nine-tenths of the representatives on the floor of Congress. These facts abundantly prove its adaptability to support a dense population, so far as tested, from the Atlantic and Pacific coasts. The settlement of Kansas Territory within the past three years, is sufficient evidence of the capacity of the eastern slope of the mountains, when we state the fact that the act erecting Minnesota into a Territory bears date in the year 1849, and the act creating a territorial government in Kansas bears date 1854, and she is now applying for admission, side by side with Minnesota, as one of the sovereign States of the Confederacy, while Nebraska on the north, with three times her territory, and New Mexico on the south, twice her size and with a settlement that dates back to the time of the Spanish Conquest, are yet dependencies upon the bounty of the Federal treasury.

“You have also before you the petition of the people of Carson Valley for a territorial government, and the statistics of its population, which discloses the fact that a powerful nucleus for a State is already in existence, in a locality where previous to their petition, such facts were unknown to a greater portion of the people of the United States, so rapid has been the tide of settlement. Already have the people of California begun to consider the question of building a railway to this valley. East of this, upon the eastern vein of the Great Basin, is the City of the Great Salt Lake, which, with its tributary country, is already dense enough in population for a State government. These Mormon settlements extend throughout the valleys of the Great Basin, in a country unsurpassed for the mildness and salubrity of its climate, and for the production of all the cereals necessary for the support of man. We state what our annual experience and annual trade demonstrates, upon our counting-house books, that there are not seventy-five miles of country between the thirty-seventh and fortieth parallels that is not now the habitation of the white man, and where settlement has not penetrated and fixed its never-relaxing grasp upon the soil. These facts we conceive to be of the first importance in a great enterprise like that of the Pacific Railway. We know that through this whole extent of the country, from the waters of the Sierra Nevada, are to be found white men living; that along it cluster the great Indian tribes of the American continent; that here is to be found the buffalo, the antelope, the horse, and all descriptions of game and fish, upon which the Indian subsists.

“It is on this route his permanent villages are fixed, for it is here he finds his food, fuel to prepare it, water to drink, timber to shelter him from the blasts of winter and from the hot suns of summer, and grass for his stock. These do not exist to the south, on the burning sands and wastes of the great deserts, and there the Indian is never found, except in roving bands, in search of plunder on the more southern valley of Mexico. There are not twenty miles on the whole route that the iron horse cannot drink from living streams of the purest water. In proof of this, we can only cite the fact, that our ox teams traverse it annually, without loss, taking out our wares, and bringing back in return the robes, furs and skins, obtained from the wild tribes of the Sierra Nevada and the trappers and hunters of the Great Basin. Where we can employ the ox in commerce,

science and engineering can employ the iron horse; and where the ox finds water and subsistence, surely the locomotive can subsist. We wish not to decry other routes, but we merely ask a comparison between this fact and that stated by Lieutenant Beale, in his recent report. When speaking of the capacities of the camel for endurance, he says: "They carried the water for the mules for six days, without tasting a drop, and were in good condition at the end of that time." Yet, the opponents of the central route point triumphantly to the last exploration of Lieut. Beale, as conclusive in favor of their route. They seem to forget that Beale had two objects to attain—a railway route and the success of the camel experiment. But, unfortunately for them, his railway notes and his camel enlogiums are based upon entirely different data. The country that suited a railway did not develop the camel, and we have its topography in glowing colors—but the country in which the camel exhibited his peculiar powers of abstinence and wonderful endurance, was not the route of the iron horse; and we have, instead of curvatures, gradients, and equated distances, the field notes of the dromedary, and his ability to subsist upon the hardest, bitterest, and scarcest shrubs, that a torrid sun and drifting sand clouds could produce.

"Another consideration in connection with this portion of the subject, seems to have been lost sight of by the advocates of the southern, or thirty-second parallel route. Their deductions are drawn from the fact that a railway may be operated over this desert route, with intervals of water of seventy-five to one hundred miles, by sinking wells to supply the engines. But they seem to overlook the fact that a railroad must be built before it can be operated; and how thousands of laborers are to be concentrated on these desert wastes, without water, or dependant upon such prospects as Lieut. Beale holds out, in his well-boring experiments, is a question worthy of consideration, before the Government commits itself to such a project. We assert, without hesitation, and appeal to any authority, from the most scientific to that of the sub-contractor, and the laborer himself, if the idea of building 1,000 miles of railway—500 of which are arid wastes, where camels travel six days without water—by the manual labor of human beings, is not one of the most stupendous schemes of folly ever undertaken in the history of the world. It might be done in a long series of years, and after the sacrifice of thousands of lives and millions of treasure; but is it in consonance with the obligations to the American people to attempt such a sacrifice of treasure, life and time, upon such a route, when there is a route of the same character, in climate, soil and production, on the part to be constructed, as that upon which the portion already in operation is built. Can men labor, not for an hour, but for days, weeks, and months, on a naked plain, in an atmosphere so hot and dry that 'the nicely seasoned and well finished cases of the English instruments of Lieutenant Whipple, made many years since, had so shrunk, from the aridity of the air, as not to admit of their original contents; and when the horn, incasing the reading lens of his micrometer, snapped and flew into three pieces, from the excessive dryness of the atmosphere?' How are dirt carts, picks, spades, and the thousand and one articles attached to a railroad construction party, to be operated in a climate like this, and who are to operate them, if it were possible?

"Settlement, population and production are requisites that enter into and control all railway enterprises, and furnish, after they are built, the business which sustains them, and keeps them in operation. We will now examine this branch of our subject, before we dismiss this division, and enter upon the topographical arguments of this memorial. We have shown that the population of the Union, in the proportion of nine-tenths, is already crowded between the parallels 23-44, and that it has extended westward almost to the base of the Rocky Mountain chain, on 37-40. We have also shown that it has commenced on the Pacific Coast, and followed the same parallels east, to meet the tide from this side, as far as Carson

Valley. We have also shown that the necessities of Mormon prosperity have already peopled the eastern vein of the Great Basin, leaving only a narrow strip, of what is said on the map to be "unexplored" lands, between the two veins of the Basin. But, although "unexplored" by government parties, it is familiar to many of our hardy and enterprising people, who have, for the last thirty years, made the great interior of the continent their homes, and carried their traffic from the possessions of the Hudson Bay Company to the Gulf of California; and it is from these men, our neighbors, our associates in business, and from personal observations, that we speak; to them we fearlessly appeal for the correctness of all herein stated. But to return to the subject: Lying west of Kansas, is the large extent of country drained by the Grand and Green Rivers, affluents of the Rio Colorado of the West, extending north and south 300 miles, by 270 east and west, sufficient for a State as large as New York, of a climate and soil well adapted to the wants of civilization. The country lies between the Rocky Mountains and the Wahsatch Range, and has, in the opinion of even government explorers, uninterrupted navigation to the Gulf of California.

"West of this, and east of the Sierra Nevada, is Carson Valley, of which it is unnecessary for us to again speak in this connection. Thus we find that on the south of the 39th parallel, we have a continuous line of grain producing country, of temperate climate, abundant water, and timber in greater quantities than any other route south, and greater than any route north, until we reach the 49th parallel, which skirts the sources of all our mighty rivers, in the cold and inhospitable pineries of the north; a region of country adapted to all the pursuits of civilized life, and where population is now seeking and opening up homes for our people; a route upon which can be built powerful and populous States; and which will furnish protection and business to the road when built. These considerations alone, in the opinion of your memorialists, should decide the Government in the selection of the route for the great Pacific Railway. But, knowing as we do, that notwithstanding all these facts, this route is put down in the report of the Secretary of War, for 1855, as "impracticable," from its topography, we deem it proper to show that prejudice in consequence, is not only unfounded, but that the reports upon which he so declared it do not warrant this sweeping and gratuitous assertion. We ask a still further hearing upon the topography of the country on the 39th parallel route, as well as an exposure of the fallacies of government explorations as indices, for guidance, in a work of such magnitude as the construction of a railway to the Pacific. We desire, in this connection, to ask on other test than an engineering one, because we cannot permit the Central Route to be abandoned, when we know it presents no greater engineering obstacles than the State of Missouri has already overcome on the part of her Pacific Railroad already constructed, and nothing like such engineering difficulties as the Baltimore & Ohio Railroad has surmounted, in its passage of the Alleghanies.

THE TOPOGRAPHY OF THE ROUTE, GOVERNMENT EXPLORATIONS, ETC., ETC.

"In considering the topography of the 39th parallel route, it is not within the purpose of this memorial to enter into minute details, but to present facts known to exist, leaving to demonstrated experience the question of practicability. From the mouth of the Kansas to the Rocky Mountains, it is everywhere admitted, and by every test demonstrated, that for seven hundred miles there is not an equal line of eligible railway track on the globe—without a hill, without a marsh or swamp, without a large stream to cross, without an obstacle of any description that an ordinary wagon cannot surmount—with wood, water, grass, coal, iron, lead, gypsum, salt and stone all along its course; covered with buffalo, elk, antelope, grouse and horses; inhabited by Indians, traders, white men and mixed races engaged in cultivation, grazing, hunting, trapping, war and traffic—a country over which from our own city annually go trains of wagons, carrying

three tons each, and where no road making party have ever struck an axe or pick.

“Where can such an argument—such a demonstration—be urged in favor of any other seven hundred mile line on the surface of the earth? From this city alone, along this line, covering, as it does, almost two degrees of latitude, is transported a commerce of \$7,000,000 annually. This constitutes the first division of the road.

“The second division lies within the mountain ranges and spurs, and is known as “The Parks,” and the valleys of every size that intersect this portion of the country in all directions. It is this region which is held up by the opponents of the true central route, and by the Secretary of War in his report of 1855, as “impracticable.” But instead of being this formidable obstruction, it is, in reality, the finest portion of the whole route in all the elements necessary to population, climate, soil, wood, water and vegetation, and contains in greater profusion the elements necessary for the sustenance of animal life and civilized habitation than any other division between the Mississippi and the Pacific. There is no mountain region yet known that can equal, or that can bear any comparison with it for salubrity and fruitfulness. Instead of the Rocky Mountains, on this parallel, being a barrier to be dreaded, or an obstacle to be surmounted in the shortest possible time, they are hailed by our trains, droves of stock and emigrants as a resting place for man and a recruiting ground for animals; for here is found corn and food for man, and the rich, luxuriant and nutritious grass of these natural meadows, upon which stock will travel and fatten. This region extends north and south from the 37th to the 41st degrees of latitude, and embraces from east to west the whole mountain range. We have the testimony of Beale, Fremont and Gunnison of the entire practicability of this region for railroad construction, and find it more abundant in timber, water and stone than any other portion of the range. We refer to these authorities simply to show that other evidence besides our own knowledge of the country exists, as corroborative of what our commercial intercourse with this region proves to us.

“The third division embraces the valley of the Upper Colorado, between the base of the Rocky Mountains and the Wahsatch range, 150 miles east and west, by 300 or 400 north and south. This valley is open to the construction of any description of road, and bears the usual features of the country, alternated with timber and prairie; and the simple fact of its being surrounded on three sides with ranges of mountains, covered with perpetual snow, is sufficient to demonstrate its ample supply of water.

“Those who have wintered in this valley speak of it as almost destitute of snow. Coal abounds in this valley in all directions, and can almost be quarried from the banks of the streams. As to soil, this division is inferior to the first two, but it is equal to the second in wood and water, and superior to both. It is annually traversed by droves of stock, mules, cattle and sheep, and from the accounts of drovers, whom we know personally, who traverse it every year, and from citizens living among us, affords wood, water and grass in abundance for the daily wants of the largest herds driving ten, fifteen and twenty miles per day.

“The fourth division, through which the great and true central route will pass, extends from the Wahsatch range to the Sierra Nevada, and embraces a country less known to the Government by explorations than almost any part of the continent.

“But, strange as it may seem, it is doubtless one of the richest portions of the American continent in all the elements that make up a desirable country for development by civilization; coal, iron, timber, rock-salt in almost fabulous abundance in the mountain ranges, and soil, water, grass and wood in the valleys, and already settled throughout the whole region—farms under cultivation, towns and villages built, grist and saw mills in operation, smelting furnaces and forges

erected, coal mines opened, and all the wants of the country in iron ore and agricultural implements supplied by the mechanics of this region itself. Startling as this information may seem, it is nevertheless true, and there now exists in this "unexplored region" the nucleus of a powerful and self-sustaining State, larger than many of the ruling States of Europe. Regular communication is kept up through this region between Great Salt Lake and Lower California, and while Congress has sent out party after party by the 48th, 41st, 35th and 32d parallel routes, this great interior region has been neglected until our overland traffic with the Pacific has become endangered by the fact of settlement itself; and we are this season debarred from our California trade in apprehension that Mormon hostility may cut off our herds and trains on this portion of the route which they have so silently appropriated.

"The mountains of this region are no obstruction, being isolated spurs, with no regular ranges, and traversed in all directions by valleys of luxuriant vegetation. The country can be traveled freely, in all directions, with the utmost facility, as far west as the eastern base of the Sierra Nevada. Of the route west of this range to the Pacific, it is not our purpose to speak; as, happily, the energy of the American people in the development of California has relieved your memorialists of the task of showing its practicability.

"We have thus sketched, rapidly, the features of these separate divisions of the true central route, relying more upon our own knowledge of its character, gained from long acquaintance with it in trade and commerce, rather than from authorities which might be cited, but which would swell this memorial beyond its original intent. We know the route because we use it; and we know its eminent advantages, for we have found its profit.

"We will close this memorial by considering the most important feature, practically, in the solution of this railway question:

THE MOUNTAIN DIVISION AND PASSES.

"The mountain ranges between Missouri and California are, in the estimation of many, a wild, desolate, *terra incognita*, unexplored and incapable of exploration; covered with perpetual snows, and forming midway between the Mississippi and Pacific, a cordon not to be surmounted, and holding in their fast solitudes secrets never to be revealed by science. This idea owes its existence to several causes, one of which is, that all of our explorations were first made in the higher northern latitudes, by Lewis and Clarke, and the American Fur Company's traders and *voyageurs*. We had then no possessions south of Astoria, and no trade with what is now our Golden State, and with the northern States of Mexico to draw our citizens to the southward. But within the past twenty years, since the settlement of western Missouri, a trade has gradually grown up between Missouri and the valleys of New Mexico, which trade has produced among us a class of men who have been the pioneers of modern exploration and discovery. Aubry, Carson and Leroux, are men educated by the trade to which we allude. We use their names, because more notoriety has been attached to them than others, from the fact of their being employed by the Government as guides. But it must not be supposed that they constitute all of their class. We have among us hundreds of men who are as intimately acquainted with the great interior of our country as any named, and as regards the central portions, much better; for it is with the mountaineers, as with all other men, they know the country in which their lives have been passed, and no more. These men, whom the Government so well know, are unacquainted with any portion of the mountains except those parts and those routes over which their traffic has been carried on.

"The Mormons, when their exodus from Missouri and Illinois was made, passed along the route of the Fur Company, as the only route then known, to the headwaters of the Platte, and by the South Pass, to their present locality. This

route was known because it was at a latitude, and was in the country of the beaver and other fur bearing animals, which are not to be found to the southward. It was not that the South Pass was the only pass in the mountains, but because it was in the fur region, and by the pursuit of that traffic was discovered. When California was opened up, the overland emigration took that route simply because it was known, and not because it was preferable. The necessity of a better, shorter and more congenial route, directed our attention further south, and instead of finding the mountains the impassable barriers which had been supposed, we find them to be, in many respects, the best and most desirable portions of the route to California; cut up in all directions with valleys, and supplied in fabulous abundance with grass, water and timber.

"We have been thus explicit in this portion of our memorial, in order that the theory of interior discovery might be properly understood. Because all the discoveries of any merit that have been achieved, since the time of Lewis and Clarke, have been made by and through the necessities of the commercial operations of the interior. It is true, government explorations have given us a more technical topographic knowledge of the country shown by 'guides'; but that any 'discoveries' have been made, or any new country added, to what was before known, we must frankly say nothing of the kind has been done, if we except Fremont and Beale, whose explorations were made, in part, as private expeditions.

"It was thus that the various 'passes' were discovered and became celebrated, and this brings us to the consideration of this part of the railway question—one which elicited more controversy than all others connected with the topographic portion of the question, and one to which, in the opinion of your memorialists, an undue importance has been attached, and which promises to work more prejudice to the location of a Pacific Railway than all other questions combined.

"In order to present this subject properly we must be allowed to go back of the term itself for its explanation, and give its fixed and technical meaning, for, to western men, engaged in overland traffic, a 'pass' has a peculiar and restricted significance which must be understood.

"Our commerce is carried on principally by heavy wagons, carrying from two and a half to three tons each, and drawn by ten or twelve mules or oxen. This, too, is over a country where a road has never been constructed, a bridge built, or a hillside cut down to afford a track; and these wagons have not only to traverse the plains thus, but they have also to cross the mountains thus. In order to cross our wagons, we are not solicitous as regards the greatest depressions in those mountain ranges; what we desire is a practicable wagon way, not cut up by deep ravines crossing those depressions, or interlocking in the gorges, but an unbroken ascent, that carries with it over the mountain the features of the plain below—and when this is found it is a 'pass.' This peculiar formation is always at greater altitudes than that of the watercourses, over whose abrupt chasms our oxen and wagons cannot pass, but which, in many instances, can be crossed by bridges of from ten to twenty feet span. There are numberless depressions of this latter character of no serious obstructions to the locomotive, much shorter and lower in grade than any 'pass' known to be practicable for the passage of wagons, and can be found in all parts of the Rocky Mountains, and on any parallel.

"We ask a comparison of the commerce of the western with the commerce of the eastern mountains, before the construction of roads. Where, in the Alleghany country, was ever such a spectacle presented in its natural state, as wagons carrying three tons, performing a journey of two thousand miles, without cutting a stick or digging a road way for their passage, and crossing that range of mountains on their route? The fact that this has been done, and is now accom-

plished every year in this far western region, presents a topographical argument in favor of the country, of more significance and value than any theory connected with barometrical readings or mountain elevations.

"The most celebrated 'Passes' are the South Pass, Coochatope, and the passes lying west of Auton Chico, near the 42d, 39th and 35th parallels. The South Pass and its discovery we have given. Those west of Auton Chico lie contiguous to the old Spanish settlements of Northern Mexico, and have been known for a longer period than the South Pass. Coochatope became celebrated by the disastrous expedition of Fremont, in 1848-9. Since that time it has been set down as impracticable, notwithstanding Fremont, in 1853, and Gunnison, in 1854, have since proved that the disaster was owing to the false information of a pretended guide, and that the pass is not only practicable, but eligible. But even in its vicinity are several depressions much lower than the 'Pass' itself, and which Gunnison explicitly refers to in his exploration. But there are other passes north of this, and far south of the South Pass, that are better than any of those named, and which our traders and drovers have used for years, and through which annually go and come our trains and caravans, to the Great Basin and California. One, particularly, which we know as Goodale's Pass, is not a mere wagon road of great elevation, or a depression in the chest of the mountain range, but a wide opening in the mountain, with water courses flowing gently through its rich meadows, and that is crossed without a knowledge of the fact, save from observation of the direction of the streams. This is our route of traffic, and which we fearlessly challenge exploration and investigation to establish.

"We conceive we have just cause of complaint that this country has not met with that attention from Congress, which its great merits, as a practicable route, demands, leaving out entirely its geographical superiority. There is no question as to the practicability of the eastern slope, in any direction from the mouth of the Kansas, either by the Laramie Plains, the South Fork of the Platte, the Smoky Hill Fork of the Kansas, and the Huerfano by the way of Santa Fe.

"This latter route is the best wagon road, of equal length, in the world; from the mouth of the Kansas to Santa Fe, 760 miles, over which, from this city, go annually from 6,000 to 10,000 heavily laden wagons, and over which the U. S. mail is carried with more regularity than between Boston and Washington, having failed but twice to arrive at schedule time, winter or summer, for eight years, as the records of the Postoffice Department will show. Yet the Government has expended hundreds of thousands of dollars on military roads in other localities, but has never expended a dollar on this great route of travel and commerce; and its present excellence is owing to the road making power of the wheels that pass over it. We have thus, in the face of government explorations and the 'impracticable' verdicts of officials, worn a road superior to any yet constructed or discovered. Still we are told, by men who never saw the plains, that this route, too, is 'impracticable.'

"But there is, in the opinion of your memorialists, a reason for this that Congress should understand. The system of explorations pursued by the Government has been for practical results in discovery, greatly restricted by the system of instructions. Thus, a company of engineers is sent out to explore, having their course marked out by instructions, from which they are not at liberty to deviate. Cardinal points, in these instructions, are the 'passes' of which we have spoken.

"This, in the expedition of Capt. Gunnison, when he crossed the mountains on the 38th parallel, instead of following that line west, through the country we have described in this memorial, was by his instructions, carried almost directly north, to the 41st parallel, which resulted in setting down the 39th as 'impracticable,' a rocky, barren, woodless, waterless desert; when we annually drive sheep and cattle over it, which we calculate on fattening on the route, and which we do

fatten, by providing them with grass and water in abundance every night; and sheep only travel ten miles per day. It is not tangent lines of exploration that can discover the practicable crossings of the mountains, but lateral surveys along either base, and following the valleys and water courses, which, on every parallel, divide and break those unknown ranges; and never until this is done, in the opinion of this chamber, can the question of the most eligible passage of the mountains be made satisfactory to Congress. For now, that the question of construction is seriously entertained, it is time the 'pass' feature should be reduced to its legitimate topographical importance. Instead of controlling the location of so great a national work as a Pacific Railway, by diverting it from four to seven degrees of latitude from its true course, the fact of their superior elevation to water courses should be known; for we confidently assert that a few short bridges, even culverts, and a few cuts, that are nothing in railway engineering, will pass the mountains, at several points, at a lower grade, than by any 'pass' known to public explorers.

"We assert what we know to be the truth, that in the Pacific Railroad already constructed by the State of Missouri, have as formidable obstacles been overcome as are to be met with on the central or 39th parallel route, from the border of Missouri to California.

"We have shown that the Rocky Mountains are less an obstruction than the Alleghanies, and it only remains for us to speak of the Sierra Nevada. They can be crossed by the Carson Valley, or, bearing north, by the Sacramento, or south by the San Joaquin, through the route passed by Fremont in 1853.

"The fact of a railway being already talked of between California and Carson Valley, is sufficient to establish its practicability in the minds of the people who know the route.

"Through the Sacramento valley pours annually the tide of trade and travel by the south pass, and by Walker's lake and San Joaquin go, each season, our herds of cattle and sheep, and which find open valley to the southward into the southern portions of California. But even did not these exist, would the Government of the United States be justified in locating the railroad from the Pacific from 300 to 500 miles south or north of the true line to avoid an obstacle less than the State of Massachusetts is now removing by her Hoosic tunnel, in order to shorten her connections by a few miles. This, even on the showing of the opponents of the Kansas Valley route, is all that is to be done—one tunnel and its approaches, by deep cuttings, in all only two miles, will overcome the only obstacle on a line of 2,000 miles of railway—and yet men are to be found who talk of 'impracticability' of country of this extent, of which its bitterest enemies can say nothing worse.

"We can not believe that the location of the Pacific Railroad can be consummated on either of the extreme routes in the face of these facts, especially when their verification is so easily attainable. But resting upon the geographical justness of the route by the Kansas Valley—its equity to the whole country—its connection 500 miles farther west with railways already built and in progress—the fact of its being but an extension of all the great lines of railway already constructed—in view of any other route, forcing upon the country the reconstruction or doubling of their present lines, its great agricultural advantages, its woods, water, coal and stone, as well as its latitude, the most favorable on the continent for the working of railway machinery. We submit this memorial to the consideration of Congress."

Truett Polk, senator from Missouri, and John S. Phelps, member of the house, opposed this central route and sought to have it located from Memphis, Tennessee, and up the valley of the Canadian River. James S. Green, the other Missouri friend favored Missouri's interests.

After much discussion the south and the north found that neither was able

to get its favorite route, and finally, in January, 1861, the House passed a bill amended by motion of Gen. James Craig, of the St. Joseph district of Missouri, creating two branches, one from Kansas City and one from St. Joseph, which were to unite one hundred miles west and proceed by the most favorable route. This idea was substantially followed in the bill that finally became a law in 1862.

OUR LOCAL ROADS AGAIN.

But to return to local enterprises. A delegation of the Missouri Pacific company came to Kansas City August 11th, 1859, to ask a change in the form of the subscriptions of Jackson county, and Independence and Kansas City, so as to make it immediately available for the construction of the road, and promising to have it finished the following spring. This promise aroused the greatest enthusiasm in Kansas City.

The Hannibal & St. Joseph road had been completed and put in operation March 1st, to St. Joseph, which was, therefore, that much ahead, and the effect was feared. The County Court was induced to submit the proposition. There was opposition to it in the county, and there ensued a lively campaign. The election occurred on the 2d of September, and the night before there was a meeting in Kansas City, which best expressed the feelings of the community at the time. As soon as it was dark, a large portion of the buildings on Main street were illuminated, the greatest display being made in the vicinity of the place appointed for the meeting. Conspicuous over all were the flags and banners of the *Metropolitan* office, suspended over the street. In front of the building was a full railroad train, of locomotive, tender and two passenger cars, which were handsomely illuminated, while the smoke from the engine stack poured forth in a constant cloud; on the "cow catcher" was a poor old foggy, who, being unable to "get out of the way," had been mercilessly impaled upon the car of progress.

But the grand feature of the evening was the procession from McGee's Addition. That live locality never made a failure. At half past seven o'clock the procession was seen turning the bend of the street at the Union Hotel, headed by the consolidated bands of the city, led by Professors Banta and Jenny, torches blazing and transparencies dispersed at intervals in the long line of enthusiastic voters. At this point it was met by the procession from the north part of the city, when the combined delegations under the direction of Capt. Boardman, chief marshal, aided by Messrs. Francis Foster and S. Thompson, moved down Main street to the levee.

Just as the procession had passed out of sight from the square, the music to the south announced the coming of the Westport delegation, headed by the splendid band of Prof. Hunter, under the charge of Sam Justice, in the Westport 'bus, followed by a procession of carriages and horsemen. As they filed into the square where the meeting was to be held, they were hailed with cheer upon cheer, which being caught up by the hundreds there assembled, made the welkin ring.

At the election the next day the proposition was carried by a vote of 2,142 for, to 860 against, every precinct, except Kansas City and Westport, giving a majority against it.

On the 11th of September, 1858, a meeting was held in Paola, Kan., to take steps to secure a railroad to Kansas City.

In October a large meeting at Des Moines, Iowa, started the project of the Des Moines & Kansas City Railroad.

A GREAT RAILROAD CONVENTION.

On the 22nd and 23d of November, 1858, a great railroad convention was held at Kansas City for the purpose of uniting the people of the adjacent country on the lines proposed by this city, and so concentrating interest as to further their

construction. It was attended by delegates from Independence, Westport, Wyandotte, Osawatomie, Paola, Shawnee, Olathe, Lawrence, Leocompton, Manhattan, Kansapolis, Mandovi, St. George and Delaware crossing.

O. C. Brown, of Osawatomie, was President; E. C. McCarty, of Kansas City, J. A. J. Chapman, of St. George, W. Roy, of Shawnee, N. Scarritt, of Westport, Wm. Chick, of Westport, Wm. Gilpin, of Independence, B. F. Simpson, of Paola, J. T. Barton, of Olathe, J. B. Chapman, of Maudovi; J. P. Roote, of Wyandotte, and J. H. Young, of Manhattan, were Vice-Presidents. The committee on resolutions was composed of J. C. Groom, F. W. Crane, K. Coates, J. P. Root, John McCarty, R. T. Van Horn, J. A. J. Chapman, Dr. Johnston Lykins, W. C. Claiborne, W. Chestnut, J. B. Chapman, W. Heberton, and Thos. A. Smart.

The following resolutions proposed by Col. Van Horn, were adopted:

Whereas, We believe the time to have arrived when measures for the immediate construction of a great Continental Railway, uniting the Atlantic and Pacific Oceans, should be inaugurated by the Congress of the United States; and

Whereas, The valley of the Kansas River is situated on the central geographical line of the continent and the Union, we are in favor of the route by the valley—and in support of our position we urge the following reasons:

1. We adopt the premises that facilities for construction being equal, it is the duty of the Government to construct said road upon the most central route, as by so doing all parts of the Union would receive more equal benefit.

2. The Lake of the Woods, on the 49th parallel, and Galveston, on the 29th parallel, may be taken as the extreme northern and southern boundaries of the central portion of the Republic, thus making the 39th parallel the center, on which parallel is the valley of the Kansas River.

3. The route for the Continental Railway seems to be marked out by nature—and embraces a series of central valleys traversing the continent, viz: the valleys of the Potomac, the Ohio, the Missouri, the Kansas, the Colorado, the Nicolett and San Joaquin.

4. That on this route there are already constructed 1,238 miles of railroad, upon which the locomotives are now running; 175 miles of which are west of the Mississippi, and is being prosecuted as rapidly as the work will admit, by the State of Missouri, to the mouth of the Kansas River, making 1,315 miles of the great Continental Railway, built by the unaided energies of the people inhabiting these central valleys—or one-half the road.

5. The construction of said railroad by this route would disturb none of the existing centers of trade, but leave the great maritime cities of the Union in the same relative positions which they now occupy, as the following will show: From the mouth of the Kansas River to New York it is 1,316 miles; to Philadelphia, 1,285 miles; to Baltimore, 1,108 miles; to Charleston, 1,010 miles; to New Orleans, 980. It will thus be seen that most of our principal seaboard cities can reach the mouth of the Kansas River by lines nearly equal in length; thus maintaining in regard to the trade of the Pacific, the same relative positions, advantages and disadvantages now possessed or afforded them by natural position, climate and facilities for ocean and interior commerce.

6. That we can see no propriety in the construction of said road on the 48th parallel, its whole length skirted by the possessions of a foreign power; or on the 32d parallel, on the borders of a State with which we have been at war, and with which only a *quasi* peace has been maintained for the past twenty years. But that the great object in the construction of such railway should be to connect the two oceans, and afford a military road accessible from all portions of the Union for the protection of all its parts.

7. A railway on either of the extreme routes named, would run entirely outside of the government forts, away from the Indian tribes, and away from the

routes of emigration, travel and commerce, and away from all interests of the country needing protection.

8. By any other route the people would have to go back over a country where population has neither demanded nor constructed railways, and rebuild over five hundred miles of railway, already constructed, and in progress, before the locomotive could reach its present western station in the wake of population and trade.

9. It is unjust thus to re tax the means and energies of the people to the extent of 30,000,000 to 50,000,000, to secure commercial facilities that they have already provided. By the selection of another route, it would force upon the country the reconstruction of their entire railway system, or of doubling its extent in order to reach the great channel of continental commerce and transportation. Therefore,

Resolved, That it is the deliberate judgment of this convention, representing the interests of western Missouri and the Territory of Kansas, that justice to the whole country, as well as the advantages of the General Government, requires and demands the construction of the Continental Railway by the central or thirty-ninth parallel route—the route of the Kansas Valley.

Resolved, That we call upon our representatives in both houses of Congress, to urge the location of said railroad upon this great central route, as just to the country, in unison with the demands of the great centers of population and commerce, and in a still farther development of the commercial facilities already provided by the people themselves. And,

Whereas, We deem it a fitting period in the progress of the country, for the people of the west, to take measures for the control of their own commerce, and to provide :

1. For the opening up of routes to the seaboard, shorter and less exposed to the obstructions of climate and distance.

2. That, as our nearest seaport by present lines of transportation is more than 1,290 miles, subject to suspension, by ice, snow, and traverse of long lines of rivers, lakes, and railroads, and interrupted by numerous interests controlled by competing corporations, that,

3. We require a shorter route controlled by a community of interests, and,

4. That it being but 600 miles to the ocean at the Port of Galveston, from the mouth of the Kansas River, that a railroad connecting these points would aid in developing one of the richest portions of the American continent, now denied an outlet to the markets of the world—therefore,

Resolved, That a railroad from the mouth of the Kansas River, running south to Galveston, in the State of Texas, would add greatly to the wealth and power of the Union, by opening up to the markets of the world, the rich valleys of the Osage, Neosho, Arkansas and Red Rivers, and of the great State of Texas, by affording an outlet to the productions of this vast region, and a direct line to supply our central region with the groceries of the Gulf of Mexico.

Resolved, That in the opinion of this convention, a grant of lands should be made by Congress for this purpose, which grant would be the means of opening a market by short lines of transit between the productions of the northern and southern portions of the interior of the Republic—now denied them.

Resolved, That we call upon our representatives in Congress to ask and urge upon that body a compliance with the just demands of the people in this regard—by granting lands sufficient to secure the construction of the great line of railroad. And,

Whereas, A connection with the system of railroads centering at, and diverging from Chicago, to the east, by a shorter line than at present, requires a connection north from the mouth of the Kansas River—therefore,

Resolved, That a road connection with the Hannibal & St. Joseph Railroad, is of the first importance to the country represented in this convention.

Resolved, That we will aid to the extent of our means and influence, in the early prosecution and construction of such connection.

Resolved, That in the attainment of objects contemplated by this convention, the only guarantee of success is in combined and harmonious action; and, therefore, it is most earnestly recommended to the citizens of the towns and districts in Kansas and Missouri, having a common interest in the construction of one or more of the railroads designated in the foregoing resolutions, to render active and efficient co-operation and aid, with a view of obtaining from Congress a grant or grants of land to aid in the building of such road or roads.

OTHER INTERESTS.

In May, 1839, a convention at Richmond, Ray county, proposed a road from some point in North Missouri to Kansas City, which has since been realized in what is now the Wabash, St. Louis & Pacific.

July 26, 1856, at Osawatomie, a company was organized to procure the construction of a road from Kansas City to Galveston, under a charter granted by the State of Kansas, February, 1858. On the 9th of September, the Wyandotte and Osawatomie Railroad Company was organized, and later in the season, the Kansas City, Galveston and Lake Superior project was agitated again in a series of meetings.

At the session of the Missouri Legislature in 1859-60, the Missouri Pacific, Iron Mountain and North Missouri Roads were all in a condition that they could not go forward without further State aid. The Legislature labored with it all the session but finally adjourned without doing anything. Kansas City felt this to be a most calamitous blow. Indignation meetings were held here, and Governor Stewart was urged to recall the Legislature. Other sections similarly situated took like action, and Governor Stewart recalled the Legislature to meet February 27, 1860.

During the agitation pending these proceedings Kansas City organized the Kansas City and Gallatin company to build a road to a connection with the Hannibal & St. Joe at the latter named place, but it waited the action of the Legislature in regard to the Pacific. Soon after meeting the Legislature passed a bill giving the required aid. Kansas City had come so near the evils of a long delay in the building of the Pacific that this action proved most exciting to the people. Meetings were held, torchlight processions had, and for a few days the town was almost wild with joy. Wyandotte and Olathe caught the infection and held meetings also. R. M. Stewart, the father of the Hannibal and St. Joseph road, was Governor, having been elected as a railroad candidate, and by railroad advocates. The bill was just about what he had asked the Legislature to pass, hence the people had good reason to feel that all was secured. It was but a few days, however, until outgivings from the executive office portended a veto. The people were astonished, public enterprise held its breath in suspense. It was not long, however until the blow struck; the veto came, based upon some technicalities; the Legislature immediately adjourned, and railroad prospects were again plunged in gloom. The people felt that they had been betrayed by their Governor; they had been kept so long oscillating between hope and fear—success and disappointment—that they were thoroughly aroused. The flood of public excitement was turned upon Gov. Stewart, and he was denounced in unmeasured terms. He tried to explain his action through the public press, but to no effect. That veto was his political death.

KANSAS CITY AND THE CAMERON ROAD.

At a meeting of indignation in this city, Dr. Johnson Lykins offered a resolution, which was adopted, creating an executive committee to foster our railroad

interests, and to correspond with other places to that end. It at once opened a correspondence with the people of Clay county relative to this road, and to the Hannibal and St. Joseph. The result was that in a few days a company was organized called the Kansas City & Cameron Railroad Company. Meetings were held, and thus an interest awakened along the line. On the 27th of April this city voted it \$200,000, and Clay county voted it \$200,000, June 12th. The survey was begun April 27th. In July, Mayor Maughs, of this city, E. M. Samuels and Michael Andrews, of Clay county went to Boston and effected a contract with the Hannibal & St. Joseph Railroad Company, August 7th, to build the road. The contract for the work was let to W. J. Quealy, August 16th, and work begun October 8th. In the following January (1861) the work was one-third done. There were about six hundred men employed, and it was expected to have two-thirds done by April and the cars running by June. The war, however, stopped the work, and the road was not finished until its close.

Meantime the Pacific Company, having failed to get State aid, effected a shift by which it was able to command the necessary means, and went on with its road. Ground was broken at Kansas City July 25, 1860, and the work was progressing rapidly, with every prospect of completion in 1861, when it, too, was stopped by the war.

KANSAS HOSTILITY.

A territorial railroad convention was held at Topeka, October 17, 1860, which seems to have been the outgrowth of a feeling on the part of several towns in Kansas, hostile to Kansas City. These places had used every effort since the convention in this city in November, 1858, to prevent Kansas people from taking an interest in railroads centering at Kansas City, and to concentrate the interest on railroads running to other places. This spirit was shown in the resolutions adopted, which were as follows:

Resolved, That a memorial be presented to Congress asking an appropriation of public lands to aid in construction of the following named railroads in Kansas:

1. A railroad from the western boundary of the State of Missouri, where the Osage Valley & Southern Kansas Railroad terminates, westwardly by way of Emporia, Fremont and Council Grove to the Fort Riley military reservation.

2. A railroad from the city of Wyandotte (connecting with the Parkville & Grand River Railroad, and the Pacific Railroad), up the Kansas Valley by way of Lawrence, Leecompton, Tecumseh, Topeka, Manhattan and the Fort Riley military reservation, to the western boundary of the Territory.

3. A railroad running from Lawrence to the southern boundary of Kansas, in the direction of Fort Gibson and Galveston Bay.

4. A railroad from Atchison, by way of Topeka, through the Territory in the direction of Santa Fe.

5. A railroad from Atchison to the western boundary of Kansas.

The Osage & Southern Kansas Railroad referred to in the first section of this resolution, was a road then chartered to start at the mouth of the Osage River, in Missouri, and follow the valley of that river to the Kansas line. It has never been built.

The Parkville & Grand River road, referred to in the second section, was a road partly constructed between Parkville, in Platte county, Missouri, to Cameron, on the Hannibal & St. Joseph Railroad, and the Pacific referred to in the same section, was the Missouri Pacific, which at that time had decided to make its terminus on the west line of the State, opposite Wyandotte. This section meant opposition to Kansas City's connection with the Hannibal & St. Joe, and to remove the connecting point to Wyandotte for both that road and the Missouri Pacific. There was a great effort made about this time to concentrate interest in the road south from Lawrence, as opposed to the projected road south from Kan-

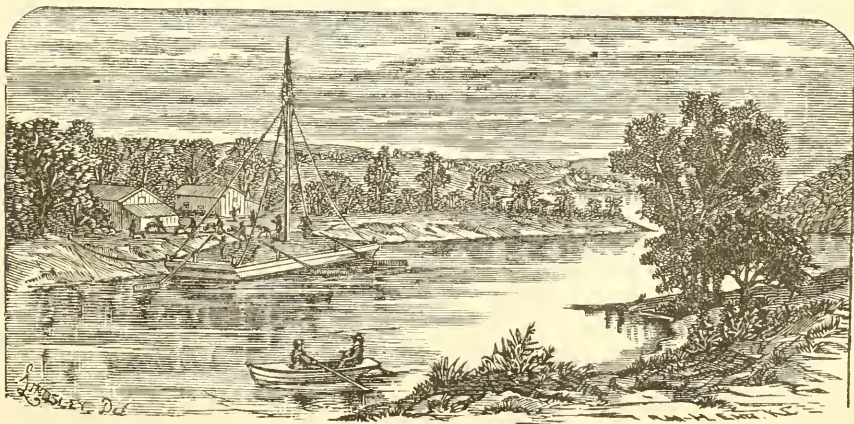
sas City. The proposed road up the valley of the Kaw was designed as an opponent to the Kansas Valley Railroad projected by Kansas City.

The idea of a railroad from Kansas City to Santa Fe was sought to be overshadowed by a request upon Congress for a grant of lands for such a road by way of Topeka. Hostile to Kansas City as was this action, it was not strong enough for the Leavenworth delegates, so they withdrew, taking some others with them, and held a convention of their own. Two railroad projects were started at that Topeka convention which have since been realized—the Atchison, Topeka & Santa Fe, and the Kansas City, Lawrence & Southern—but the main lines of both run to this city.

In the spring of 1861 there was a revival of the agitation of a road to the southwest into Kansas. The people of Kansas, under the influence of her cities, had become well imbued with a feeling of State pride in the building of towns and railroads. The people of the southern part of the State understood the commanding advantages of the point at the mouth of the Kaw, but wanted to make the town on the north side of that stream. Hence they got two companies chartered—the Wyandotte and Osawatomie, and the Wyandotte and Minneola. These occupied the same route to Olathe, and thence deployed much as do the Fort Scott and Kansas City, Lawrence & Southern roads now. In the spring of 1861 there was an effort made to consolidate these companies, as the existing roads are now consolidated, and put them under way, and to that end Kansas City voted \$100,000 at the same time it voted aid to the Cameron road. But the war cloud was gathering and it soon engulfed this enterprise also.

THE MEN OF THE PERIOD.

The men of this period, many of whose names appear in this chapter, were the real founders of Kansas City. They laid broad and deep the foundations of her present and future supremacy, and though but few of them appeared after the war to build the superstructure, that few, efficiently aided by other hands, have built it as they planned, and the proud city which was to them a fond dream only is to us a grand reality. Whoever has succeeded or may succeed them, will never exhibit more comprehensive enterprise, courageously undertake more ambitious schemes, or be called upon to be more vigilant, or undergo severer trials for the attainment of grand objects. Their trials and services can never be adequately rewarded by succeeding generations.



CHAPTER X.

KANSAS CITY IN THE WAR.

The Excitements and Events Preceding the Great Struggle—The Marshaling of the Hosts on Both Sides—Van Horn's Battalion—The First Fighting—Bush-whackers and Red Legs—The Depression of Trade and its Revival—Resumption of Railroad Building—The Great Raid of 1864.

The close of the year 1860 saw Kansas City the most thriving and prosperous city on the western border, with the largest local trade, a monopoly of the trade to New Mexico, and much the larger part of that to Colorado. Two railroads—the Pacific from St. Louis, and the Cameron Branch of the Hannibal & St. Joseph were near completion, and both were expected to be done by the middle of the summer 1861.

A FEVERISH COMMUNITY.

But public sentiment was very unsettled and feverish. The presidential campaign of 1860 was an unusually exciting one, and some time before its close it was apparent that it would be followed with excitement and possibly revolution. The division of the country on the slavery question, the division of the advocates of slavery between Douglas and Breckinridge in the campaign, and the unity of all anti-slavery elements upon Mr. Lincoln, early gave the issue an ominous aspect for the Democratic party and the friends of slavery. There were threatenings of revolt from the south before the close of the contest, and the sentiment of the Democracy of Missouri, or at least the dominant element of it, was rapidly crystallizing into the form of rebellion when the contest closed. The feeling through the campaign became so bitter toward Republicans, that out of about two hundred and fifty residing in Kansas City, but about eighty were bold enough by the day of election to take the chances of voting for that ticket. Outspoken Union Democrats were regarded with little less aversion. The *Journal of Commerce* supported Douglas, and it was apparent that it and its editor could not be led into any secession scheme. It was the leading paper in the city, and by reason of its warm support of the public enterprises, and the earnest advocacy of the interests of the city for the five years preceding had attained a very influential position. Its manifest anti-secession tendencies made it an object of profound concern to the rapidly forming secession element, and to control it in their interest became an object of first importance. Finding that its editor was implacable, a scheme to get rid of him was concocted, and as early as August 1st, 1860, he had to dispose of his interest. His partner, D. K. Abeel, became the purchaser, who retained him as editor, and soon let the embryo secessionists see that he was as little to be influenced by them as the editor whom they had sought to get rid of.

The winter of 1860-1 was a season of feverish excitement and suspense. Where men had before stood shoulder to shoulder, forming the schemes of future commercial greatness, they now stood apart, narrowly watching each other's movements, and waiting the exciting news from the Southern States. As events in that quarter progressed, the secession sentiment in Kansas City and Missouri crystallized, and early in the winter business began to be neglected and to go down, and instead of preparing for an active spring trade, as had been the previous custom, people prepared themselves for the inevitable storm that threatened the country.

Public meetings that winter were frequent, not only in Kansas City, but in all adjacent parts of Missouri, as had been the case in previous years, but the resolutions adopted, unlike those of former meetings, were not declaratory of the sense of the people relative to some railroad or business project, but of their sympathy with the Union or with secession. Several of the Southern States having seceded from the Union, and the State officers of Missouri, elected in 1860, being all in ardent sympathy with them, a convention was called for February 28, 1861, to determine whether Missouri should follow them.

The election for delegates to that convention took place February 18th, and for the district composed of Jackson, Cass and Bates counties, James K. Sheeley, Abram Comingo and R. A. Brown were elected delegates. The first named two of these were opposed to secession and the other in favor of it. The convention failed to pass the necessary ordinance of secession, but that did not stop the movement; the threatening storm gathered faster and faster. The Legislature provided for calling out the militia, and Governor Jackson began to prepare actively to defend the State against invasion by the Federal Army. Under this pretext, treasonable as it was, many companies were organized throughout the State. Meantime the situation was constantly getting worse in this city, and by the time spring opened peaceful pursuits were quite abandoned. The *Journal of Commerce*, for the lack of support, was suspended on the 7th of March. The *Free State Republican*, a Republican paper established in the campaign of 1860, and edited principally by Dr. Theodore S. Case, was suspended March 25th, partly for the lack of support and partly because it was no longer safe to attempt the publication of a Republican paper in the city. The *Missouri Post*, German, and loyal, published by Mr. A. Wuerz, now *Post and Tribune*, was removed to Wyandotte, while another paper, under the different names at different times, of *Enquirer*, *Star* and *Dispatch*, but always secessionist, continued for a brief time to incite its partisans to overt acts of revolt against the Government. Early in the spring the militia pillaged the United States arsenal at Liberty, in Clay county, and armed themselves for the defense of the city.

RAISING THE REBEL FLAG.

Toward the latter part of April the Unionists raised an American flag on the public square just east of the market house. This gave great offense to the secessionists, and they proceeded at once to cut the halyards, availing themselves of the cover of the darkness of night for that purpose. The flag, however, caught in some way at the top of the staff and did not fall as they had intended it should. They then determined to offset this circumstance by raising a rebel flag, and prepared to make the occasion one of great ceremony. Militia companies and volunteer companies were invited from the surrounding country, and responded liberally. The day set for the occasion was the 30th of April, and early in the day companies of militia and in regular companies came in from Westport, Independence, Sni-a-bar township and from Clay county, and uniting with local companies and sympathizing citizens and a large concourse of citizens from the country, paraded the streets, flying a rebel flag, led by bands playing rebel airs. At the same time, numerous rebel flags were displayed from residences and business houses in all parts of the city. The procession moved to the top of the hill, east of Main and north of Second street, near where the county court-house now stands, and raised the flag with great *clat*, attended with the beating of drums, martial music, and the firing of artillery, the gun used on the occasion being one they had stolen from the United States Arsenal at Liberty. Speeches of the most inflammatory character were made and cheered to the echo by an excited concourse of people, large for those days. Union people feeling it unsafe to remain in the city after this demonstration, began to pack their property and fly.



KANSAS CITY TIMES BUILDING.

THE INCREASE OF THE EXCITEMENT.

At the spring election the question of secession or Union had come squarely before the people, R. T. Van Horn being the candidate of the Union men, and Dr. Maughs, the incumbent, the candidate of the secessionists, and the Unionists had been victorious. But when Mayor Van Horn came into office he found himself almost powerless to preserve order, for among other acts of the Legislature during the winter, was one creating a metropolitan police system for Kansas City, granting the commissioners extraordinary powers, so that through them the Governor might bind Kansas City to the cause of secession, no matter how the people might vote. Hence, Mayor Van Horn found himself unable to control that important part of the municipal machinery, or direct its use to the preservation of public order.

All the spring was spent by the people in excitement and preparations for the struggle, Gov. Jackson meantime marshaling his militia forces. The first formal assemblage of these was at Camp Jackson, St. Louis, where they were dispersed by Gen. Lyon, May 10th. The news of this affair proved very exciting throughout the State, and nowhere more so than in Kansas City. On the 15th, Mayor Van Horn issued a proclamation urging the people to quietude, and forbidding all unlawful and tumultuous assemblages. Excitement now ran very high, and more of the Union men left the city. But Mayor Van Horn found himself powerless to preserve order in the city, as the police had not only been taken from under his control but had actually become a source of apprehension to Unionists. In this situation, and with the secessionists arming all over the State and breathing threatenings toward Union men, nothing was left them but to prepare for defense or abandon their homes. Mayor Van Horn then went to St. Louis, by the way of St. Joseph, and obtained authority from Gen. Lyon to recruit a battalion of troops for the defense of Kansas City, and procured an order, also, for troops to be sent here from Fort Leavenworth to protect Union men while being enlisted.

MILITARY OCCUPATION.

In pursuance of this order, Captain Prince, U. S. A., with two companies of infantry and three of cavalry came to Kansas City, June 12th, and took up camp on the hill, near the Catholic church. This was the first military occupation of this city.

As soon as it became known that Federal troops were coming, the secessionists began to withdraw and collect at Independence. The next day after his arrival, Captain Prince sent Captain Stanley (since better known as Gen. Stanley), with a party of soldiers, under a flag of truce, to interview Captain Halloway, who had command of the secessionists collected at Independence, to ascertain his purposes, etc. Captain Halloway was very equivocal in his replies to Captain Stanley, and as the latter saw evidences of hostilities among Halloway's men, he ordered his own to retire, when fire was opened upon him. A sharp fight ensued, in which the secessionists were repulsed, with a loss of three killed, Captain Halloway, J. B. McClanahan and a Mr. Harbaugh, while Samuel Ralson and Pery Stonestreet were wounded. This was the first fight in Jackson county. The rebels then retired to Blue Springs, and the next day Captain Prince went with part of his command to Independence, and after marching about the town, returned to camp in this city.

While these events were transpiring at Kansas City, matters were assuming more definite shape throughout the State. On the 12th of June Gov. Jackson issued a call for fifty thousand troops to repel the Federal forces. With what forces he could collect under Gen. Sterling Price, he retired from Jefferson City to Boonville, burning the railroad bridges across the Osage and Gasconade rivers,

and on the 17th the battle of Boonville was fought, soon after which Price and Jackson, with their forces, were driven to the southwest.

On the 19th of June the secession paper in this city suspended. On the 20th news of the battle of Boonville was received, and the secessionists who then had a large encampment at Blue Springs removed to Lexington. On the 24th Mayor Van Horn's battalion being fully recruited, was mustered in and organized, with Mayor Van Horn as major. Captain Prince then withdrew, leaving Major Van Horn in command of the post. One of his first acts was to disband the disloyal metropolitan police force.

Van Horn's battalion was organized as follows: Major R. T. Van Horn; Surgeon, Joshua Thorne; Company A, Captain, William Van Dau; First Lieutenant, Frederick Loos; Second Lieutenant, Frederick Klinger; Company B, Captain, William Millar; First Lieutenant, David Cahill, Second Lieutenant, David O'Neil; Company C, Captain, George C. Bingham; First Lieutenant, Henry Spears; Second Lieutenant, Theo. S. Case.

Dr. Thorne immediately made arrangements for the opening of a hospital. Lieutenant Case was detailed on the date of his muster-in as quartermaster, commissary and ordinance officer of the post.

On the 26th of July, Major Van Horn received orders to take two companies of his battalion, and go to the assistance of Colonel A. G. Newgent, who, in command of a battalion of Missouri State Militia, at Austin, in Cass county, was threatened by a superior force. The command took up line of march immediately. On the 28th, when three miles from Harrisonville, they were attacked by about five hundred secessionists, and after a fight of four hours repulsed them, killing fourteen and losing one. D. K. Abeel and Captain Bugher acted as aids to Major Van Horn in this engagement, and both distinguished themselves for gallantry and courage. At midnight that night, Major Van Horn retired from the field. Harrisonville was full of the enemy, who was being constantly re-inforced; and Captain Dean had surrounded Westport, where there was a large party of the enemy, and needed his assistance; but near Jonesville, the command was met by Colonel Newgent's forces, and also by a party of the First Kansas, under Colonel Weir.

The united force returned to Harrisonville, and, after a brief engagement, took it after which the Kansas City battalion returned home.

In the early part of September, the rebels, to the number of about 2,000, gathered at Blue Springs, and were preparing to attack Kansas City, when Colonel Peabody, who, with his regiment, the Thirteenth Missouri Infantry, were at St. Joseph, were ordered here. The rebels then moved down to Lexington, to attack that place, and Peabody, with his command, and Major Van Horn, with Companies B and C of his, went down there to reinforce Colonel Mulligan. General Sterling Price laid siege to the place on the 6th of September, and maintained it until the entire force surrendered to him on September 21st. Through the entire siege the Kansas City battalion was in active service. It was part of the force that had the severe fight in the lane, on the 12th, which was the severest fighting of the entire siege—four companies, under Major Van Horn, there engaging Price's entire army. On the 19th, Colonel Peabody was wounded, and the command devolved upon Major Van Horn, until he was wounded, and borne from the fight about two hours before the surrender. After the surrender, the officers and men of the battalion were released on parole, until exchanged in December, when the battalion was consolidated with Colonel Peabody's Thirteenth Missouri Infantry, with Major Van Horn as Lieutenant-Colonel, and the united command became the memorable Twenty-fifth Missouri Infantry, which was sent south, distinguishing itself in many of the battles on the march from Belmont to Vicksburg.

Lieutenant Case, who had been detailed for special duty as quartermaster

commissary and ordnance officer of the post at Kansas City, when the battalion was organized, continued in that position until June, 1862, when he was promoted to the rank of Captain and A. Q. M.; after which he continued as quartermaster at the post until the spring of 1863, when part of western Missouri and eastern Kansas were organized into the District of the Border, at which time he became quartermaster for the district. In the spring of 1864, the District of the Border was abolished, and he was assigned to duty as quartermaster of the District of central Missouri, with headquarters at Warrensburg. In March, 1865, he availed himself of an opportunity to resign, offered to all officers who desired to leave the service, and in June following accepted the position of Quartermaster General of the State on the staff of Gov. Thos. C. Fletcher.

Dr. Thorne continued in charge of the hospital at Kansas City until the close of the war. In the spring of 1863, when the District of the Border was created, it became a general hospital, and as such received several thousand sick and wounded soldiers during the war.

GUERRILLAS AND RED LEGS.

In the formative period of the great struggle, the spring and summer of 1861, there was a general uprising of the people of Missouri. The Union men formed into companies of home guards, and the rebels were also marshaled into hostile bands. The ordinary avocations of life were in a great measure abandoned, and every neighborhood was divided into hostile and warring factions, fully realizing all the conditions of internecine war. Under the President's call for three months' troops in April, there were several regiments organized in Missouri and several in Kansas. About the time these were disbanded in the fall of that year there were several marauding bands organized in Kansas for the purpose of preying upon the rebels across the border in Missouri. The most prominent of these were Montgomery's in southern Kansas, a band of old free-state men of 1856, who seem never to have been entirely disbanded; Cleveland's band in northern Kansas, and Col. Jennison's seventh Kansas regiment, which appears to have been so largely made up of the same class of men that it became as notorious in 1861-62 as jayhawkers as either of the other bands. Besides these there were many smaller bands, irregular and unauthorized in their formation, whose sole object seems to have been plunder. Over the border in Missouri there were similar organizations of rebels. These were composed of secessionists who had not joined Price's army and gone south, but remained to prosecute an irregular warfare upon the people of Missouri and the borders of Kansas. All the country adjacent to this city was infested with these bands. On the west and south were Montgomery, Jennison and sometimes Cleveland, and to the south, east and north were bush-whackers under Todd, Parker, Jackman and Quantrell. From the spring of 1861 to the fall of 1864, these irregular bands hemmed in Kansas City on all sides, so that it was very hazardous for people to get here to trade, although there was no regular foe to interfere with them. The Santa Fe trade suffered as much as any other, and was for time nearly cut off. The trade of southern Kansas, which had previously come to Kansas City, was diverted to Leavenworth. During all this time teams were scarcely permitted to come to Kansas City from that section, or to go from Kansas City to any part of southern Kansas. The irregular bands operating in Kansas, better known as the Red Legs, were largely composed of Kansans who had a grudge against Missouri because of the old struggle of 1855-56, and they, therefore, left nothing undone that would hurt Kansas City, because she was a Missouri town. It was largely through their operations that the trade of Southern Kansas was diverted to Leavenworth, for trains going to that place were not molested.

Fort Leavenworth was military headquarters, and the depot of supply for the army on the border, hence she had a large trade and grew rapidly. Boating on

the Missouri was rendered hazardous, and the Government took so many of the boats for military use, that the trade between Kansas City and St. Louis was quite broken up. The Platte Country Railroad was built from St. Joseph across to Weston by the year 1863, so that all trade which had previously come up the river now came by way of the Hannibal & St. Joseph Railroad, and the Platte County Railroad, and made Leavenworth headquarters. Leavenworth also became the headquarters of the Red Legs, at least the place where their booty was disposed of, and became so notorious in that regard that in 1863 Gov. Ewing placed it under martial law, as a means of ridding it of the miscreants. The Leavenworth press all the time made the most of Kansas City's misfortune to warn people against coming here.

From the arrival of Capt. Prince, Kansas City continued in military occupation. In 1862, one Lieutenant-Colonel Buel had command here with headquarters at Independence. He was strongly accused of sympathy with the bush-whackers, and whether guilty or not, his administration was not calculated to extirpate them. Maj. Banzaf with a battalion of the First Missouri cavalry then occupied Kansas City. On the 23d of March, that year, Quantrell killed two men, and burned the bridge across the Blue. On the 25th he was routed at Tait's house, sixteen miles from this city by Maj. Pomeroy, of the Second Kansas. On the 29th the guerrilla Parker was captured at Warrensburg. On the 13th of April Quantrell was again routed on the Little Blue, and again on the 17th, near Raytown. These facts are sufficient to show the general condition of things existing here at that time. Col. Buel permitted the establishment of the rebel paper, and it continued to foster the spirit of rebellion and bush-whacking. This condition, this frequency of small fights, was continuous, until near the close of 1863. The brush on the one side of this city was literally full of bush-whackers, and the prairies covered with Red Legs.

In 1862 the militia of Missouri was all enrolled. The regiment raised in this city was numbered 77th; Kersey Coates was colonel and Frank Foster, lieutenant-colonel. None of this militia was ever called upon to do much, and that only in their own locality. During these years, from the spring of 1861 until the autumn of 1863, the adjacent parts of Missouri were in an entirely lawless condition. The civil power was entirely suspended; while the country was completely overrun by small parties of Federal and Confederate troops, between whom fights and skirmishes were of frequent occurrence, beside which, it was equally overrun by the irregular bands of guerrillas and bush-whackers on the one side, and jayhawkers and Red Legs on the other. There was absolutely no security for either life or property; industrial and productive pursuits were impossible; people on all sides were ruthlessly robbed of whatever they possessed that could tempt robbers, and many men were murdered at their homes for no better reason than that they were found there.

TRADE.

Trade, under such circumstances as have been described, was manifestly much embarrassed, yet our city continued to do some business with the southwest and west, and remained, by reason of military protection, the headquarters for the remnant of the Santa Fe trade. The long talked of express to Pike's Peak was realized in May, 1861, and that and the Santa Fe mail continued through the war, though robbed several times.

The *Journal of Commerce*, which had suspended March 7th, 1861, was resumed as an extra or bulletin May 15th; stopped again August 20th, and revived again, full size, in March, 1862. Some time in the spring of 1862, Mr. McReynolds started the *Intelligencer*, which soon expired, and in June, 1862, the *Press* was started, but continued only a brief time.

Soon after Samuel Hallett became connected with the construction of the

Union Pacific Railroad, he issued a circular relative to the trade of the various points on the Missouri River across the plains from 1857 to 1863, some extracts from which will serve to illustrate the effects of the existing situation on the trade of Kansas City. We insert first a table showing a comparison of river points in 1860.

Table showing the amount of freight forwarded across the plains, from the various posts on the Missouri River, during the year 1860, with the required outfit :

WHERE FROM.	POUNDS.	MEN.	HORSES.	MULES.	OXEN.	WAGONS.
Kansas City . . .	16,439,134	7,084	444	6,149	27,920	3,033
Leavenworth . . .	5,656,082	1,216	. . .	206	10,425	1,003
Atchison	6,097,943	1,594	. .	472	13,640	1,280
St. Joseph	1,672,000	490	. .	520	3,980	418
Nebraska City . . .	5,496,000	896	. .	113	11,118	916
Omaha	713,000	324	377	114	340	272
Total	36,074,159	11,631	841	7,574	67,950	6,922

NOTE.—In the above table the government freight forwarded from Kansas City to western forts is included in the exhibits; the amount being 7,540,102 pounds, requiring 1,590 men, 1,307 wagons, 16,260 oxen, and 232 mules; cost of transportation, \$890,300.

EXPORTS OF NEW MEXICO AND COLORADO 1857 TO 1863.

Table showing the kind, amount and value of the exports of Colorado and New Mexico received at the port of Kansas City from 1857 to 1863, inclusive :

YEAR.	WOOL.		DRY HIDES.		BUFFALO ROBES.		PELTS AND FURS.		Gold Dust and Specie	Total
	Pounds . .	Value	Pounds . .	Value	Number . . .	Value	Pounds . . .	Value		
1857 .	465,000	\$ 69,750.00	32,440	\$2,919.60	25,000	100,000	32,900	\$7,740.00	\$225,000.00	\$405,409.60
1858 .	525,500	78,725.00	58,756	5,887.60	21,750	87,000	35,460	8,154.00	200,000.00	379,754.60
1859 .	456,751	68,572.65	58,812	6,469.32	7,040	29,375	38,720	7,744.00	192,019.20	304,120.17
1860 .	349,799	52,369.85	98,875	9,966.25	3,622	16,299	25,115	6,863.00	300,644.00	386,172.10
1861 .	590,731	118,146.20	38,202	3,820.20	2,440	10,980	10,742	2,475.52	158,585.50	284,007.42
1862 .	640,925	160,231.50	29,645	2,964.50	740	3,700	7,460	2,981.60	31,531.00	205,308.85
1863 .	954,951	286,285.30	67,968	6,796.80	1,900	9,500	113,129	38,384.15	546,500.00	346,631.25

The great increase in the value of freight in 1863 was owing to the large percentage of dry goods and manufactured articles forwarded, and their extreme low prices.

IMPORTS OF NEW MEXICO AND COLORADO—1857 TO 1863.

Table showing the amounts and estimated value of freight transported to New Mexico and Colorado from Kansas City from 1857 to 1863 inclusive, with the number of men, oxen, horses, mules, and wagons required, the value of the outfit, and the cost of transportation :

	1857	1858	1859	1860	1861	1862	1863
Amounts, pounds . . .	27,705,000	25,365,000	7,484,390	21,547,718	5,040,840	5,740,540	7,281,491
Value.	\$ 4,199,850	\$ 4,465,500	\$ 1,172,450	\$ 3,340,200	\$ 2,094,000	\$ 2,285,400	\$ 3,785,500
Cost of Transportation. . .	222,345,000	228,285,000	673,587.10	2,150,985.41	453,675.60	530,679.95	691,741.64
Value of Outfit.	3,053,500	3,662,500	917,200	2,609,575	1,012,900	882,308	1,132,805
Men.	5,428	4,688	1,746	4,993	1,328	1,404	1,798
Oxen.	4,150	42,270	12,840	36,686	8,393	9,146	13,335
Horses.	494	568	371	387	....	....	....
Mules	7,766	5,460	1,582	7,325	3,209	2,794	1,515
Wagons	4,941	5,073	1,497	4,012	1,396	1,172	2,476

RAILROAD PROGRESS.

The construction of railroads which had been stopped with the beginning of trouble in 1861, began to be agitated again in 1862. In May of that year Congress passed the Union Pacific Railroad bill. This bill provided for one main line from this city with a branch to St. Joseph by way of Atchison, one to Omaha, and one to Sioux City, and authorized the Leavenworth, Pawnee & Western Railway Company to construct a line from that city to intersect the main line on the same terms as the branches were built. Besides some surveying done by Col. Midbery, of Ohio, nothing was done on this road until 1863. In June, 1862, Messrs. Ross, Steele & Co., took a contract to build three hundred and fifty miles of the road and soon thereafter commenced operations at Leavenworth, on the Leavenworth, Pawnee & Western Branch. This company had no means and did but little. In June, 1863, Gen. John C. Fremont and Samuel Hallett took the contract to build the main line, and bought out the franchise of the Leavenworth, Pawnee and Western Branch. About the same time work was resumed on the Pacific Railroad in Missouri on a contract to complete seventeen miles of the line eastward from this city. It was expected to have the road completed to Independence by November, and finished early in 1864. On the 7th of July ground was broken for the Union Pacific Railroad at this city. By November 18th the first forty miles of the Union Pacific were graded, when there arose a controversy between Samuel Hallett on the one side and Fremont and Ross, Steele & Co. on the other, which with the approaching cold weather, stopped active operations. The Missouri Pacific, however, was not thus fortunate. The woods along the line were so full of bush-whackers that work had to be stopped. In August Cole Younger, with a party, burned Pleasant Hill, and Quantrell sallied forth from his headquarters in the Missouri borders, in August, and on the 21st burned and sacked Lawrence, retreating again to Missouri to renew his depredations.

A MEMORABLE EPOCH.

Prior to this, in the spring of 1863, it had been determined to dislodge the bush-whackers and guerrillas, who were operating in western Missouri, and to that end the District of the Border, embracing part of western Missouri and eastern Kansas had been erected, and on the 15th of April Gen. Blunt was placed in command with headquarters at Kansas City. His methods did not, however, prove vigorous enough to accomplish the end designed, and on the 16th of June he was superseded by Gen. Ewing, whose policy, though more vigorous, was not sufficiently so to clear the woods of the predatory bands or prevent the affairs

above referred to, owing to the sympathy of a large part of the people of Missouri with them.

The affairs above mentioned seemed to call for more vigorous measures still, and it appeared then, to the satisfaction of Gen. Ewing, who commanded the District, and of Gen. Schofield, who commanded the department, that the only effective way of ridding the country of bush-whackers, would be to rid it also of their aiders and abettors among the people. Accordingly, on the 23rd of August, Gen. Ewing promulgated his celebrated Order No. 11.

This order was rigidly enforced, and it made a desolation of all the country embraced in it. It stopped for a time all bush-whacking, and filled Kansas City and Independence with the refugee people.

In November, Gen. Ewing issued General Order No. 20, which provided for the return of all loyal people to their homes, and during the winter of 1863-4, the provisions of order No. 11 were entirely removed. In February, 1864, the District of the Border was abolished, Gen. Ewing was ordered to Pilot Knob and Col. Ford, of the Second Colorado Cavalry succeeded him in command at Kansas City, with headquarters at Independence.

THE RAILROADS AGAIN.

When the river froze up in December, 1863, the Union Pacific Railroad had received at St. Joseph, iron and equipments for forty miles of road but could not get them to Kansas City until spring opened. The winter was spent in purchasing ties and making arrangements for a vigorous prosecution of the work in the spring.

Early in the winter the Leavenworth people invited Mr. Hallett to visit them. He much desired a connection to the east that would not subject him to the exigencies of river navigation, and they, the previous winter, had got through the Missouri Legislature, a charter for a road from that place to Cameron. Mr. Hallett went, accompanied by Mr. S. W. Bouton, of this city, and found that they wanted to turn over their charter and get him to work up the interest and build the road. This was a critical time for Kansas City, for had that arrangement been consummated, it would have given Leavenworth the Cameron Railroad and the bridge, and secured for her future pre-eminence. Mr. Bouton saw the danger, and used his best efforts, with success, to induce Mr. Hallett not to make a contract with them until after he should return to this city, promising him that if he would come back here he would procure for him all rights and franchises of the Cameron road from this city, on which \$168,000 had already been expended, and the road-bed of which was already completed. Mr. Hallett returned, and Mr. Bouton called the company together and got it organized as follows: Col. Coates, President; J. M. Jones, Vice-President; S. W. Bouton, Secretary; W. A. Morton, Treasurer; Col. Coates, M. J. Payne, E. M. McGee, C. A. Carpenter, S. W. Bouton, T. S. Case, J. M. Jones, Mr. Deering and Mr. Hall, Directors. Mr. Bouton then got himself appointed attorney for the transfer of the stock of Kansas City and Clay county, and offered the road to Mr. Hallett as a gift. This had occupied the time till July, 1864, and Mr. Hallett appointed the 28th of that month to come over to this city and execute the necessary contract, when he was suddenly assassinated by O. G. Talcott, one of his engineers.

An incident in connection with this negotiation of Mr. Bouton with Mr. Hallett ought to be told, though it never was very generally known here in Kansas City. At the preceding fall election Col. Van Horn had been elected to the State Senate, and Messrs. E. M. McGee and M. J. Payne to the House. A leave of absence had been granted Col. Van Horn from the army and he was in Jefferson City at the time. As soon as Mr. Bouton returned from Leavenworth he made the draft of two bills and sent them to Col. Van Horn to be passed. One of them amended the character of the Leavenworth & Cameron Railroad by

diverting it at Platte City to Weston, six miles above Leavenworth; the other suspended the operation of the general incorporation law of the State in Platte county, so that a new road could not be started under its provisions. The three gentlemen at Jefferson City soon got the bills passed and thus left Leavenworth without a charter that was worth anything to anybody.

While these negotiations were pending, there was much activity in railroad matters. The press began the agitation of a railroad to Olathe and Fort Scott. Some favorable legislation for the Missouri Pacific was secured in the Legislature that winter, which so encouraged the people of this city as to call forth the greatest rejoicing at a public meeting held for that purpose February 11, 1864. In February the Union Pacific company was re-organized in St. Louis, at which General Fremont was dropped out; and John D. Perry of the Missouri Pacific, became vice-president and acting president. This led to another difficulty and more litigation between Hallett & Co., on the one hand, and Fremont and Ross, Steele & Co., on the other, but the latter was defeated, and the Government recognized the former as the rightful company. In February the Missouri Pacific began laying track between Warrensburg and Dresden, and grading between Warrensburg and Pleasant Hill. On the 24th of March the first locomotive and boat load of iron for the Union Pacific arrived at Wyandotte from St. Joseph.

About this time the Union Pacific company directed its engineers to make a survey of the route of a road that had been chartered and had a land grant from Lawrence southward to the State line, now the K. C., L. & S. R. R., and also of the line of the Atchison, Topeka & Santa Fe, which also had a land grant, from Topeka to the western State line.

Mr. Hallett, expecting to obtain control of the Kansas City and Cameron road, and wanting no rival line, caused himself to be elected a director in the Parkville & Grand River Railroad, and thus obtained control of it. This road had almost as much work done on it as had been done on the Kansas City and Cameron road and ran from Parkville, eight miles above Kansas City, to Cameron.

In April the Missouri Pacific company determined to complete the line between Kansas City and Independence, and in June sent the first engine and iron for the track to Kansas City.

In May the interest in the Kansas City and Fort Scott road began to look up, and a meeting in that interest was held at Paola.

In June, a treaty was made with the Delaware Indians for the surrender of their lands in Kansas, one of the provisions of which was, that a railroad should be built with the proceeds of the lands between this city and Leavenworth. This road is now the extension of the Missouri Pacific up the river from this city. About this time it was announced that the Union Pacific would be completed and opened to Lawrence on the 18th of August, but owing to the assassination of Mr. Hallett in July, it was not so opened until December 19th.

In June 1864, the North Missouri Railroad Company came into possession of the charter and franchises of the Missouri Valley Railway Company, which was to build a line from Brunswick up the river to St. Joseph. Leavenworth turned her attention to this road, but effected nothing. It has since been built to this city, and is now the Wabash, St. Louis & Pacific.

In September, a pontoon bridge was thrown across the Kaw between this city and Wyandotte—the first bridge between the two places.

THE GREAT RAID OF 1864.

These enterprising measures were in progress only because of the practical freedom of Missouri from rebels and bush-whackers; but they were not destined to continue without interruption from that source. In August it was discovered that Vallandigham, of Ohio, had, during his banishment, formed a conspiracy at

Richmond to arouse the secession sympathies of the North, and during his stay in Canada had so far perfected the organization that associations of them had been formed throughout the North and West. Many of the prominent men engaged in it were immediately arrested, but not enough to stop it. A raid by Price into Missouri was to be the signal of their uprising, and that raid was to be made in October. He entered the State with about 18,000 men, by way of Pilot Knob, where he had a severe fight with Gen. Ewing, Sept, 27th. Ewing retreated, but contested his march again at Harrisonville, from the 27th to the 1st of October.

Price then continued his victorious march to the northwest, fighting at almost every step, and gathering reinforcements as he went. His entrance into the State was signalized by an uprising of his sympathizers throughout the State. The woods were again swarming with them, as in 1861. The very bushes seemed to hear them as they bear leaves, and even as far north as Atchison county the old scenes of 1861 were being repeated. Union men were equally prompt to rise. Missouri and Kansas were placed under martial law, and every man capable of bearing arms was ordered out. It was a time of the utmost excitement and agitation. There was but one cry—to arms! to arms!—and throughout the two States there was but one employment—preparing for the fray. About the 26th of October Gen. Blunt was driven out of Lexington. On the 21st there was serious fighting at Little Blue, Col. Moonlight's command of Kansas troops, engaging the entire army. Col. Ford, with the Second Colorado, abandoned Independence, and there seemed to be nothing but fire and pillage in store for Kansas City. However, General Curtis, in command of the Department of Kansas and General Rosecrans, in command of the Department of Missouri gathered force fast enough to divert Price to the southwest. From Little Blue he moved up the road toward Kansas City, until he reached the Big Blue, at a point where the roads for Kansas City and Westport cross. Here another sharp fight occurred. Thence Price turned toward Westport, and another fight occurred at that place. And from there he went south, fighting all the way. While these movements were being executed and these battles fought between Price's main army and the forces against him, fighting between smaller parties was going on all over the county, and north of the river in Clay, and adjacent counties. Price had sent out recruiting parties and his forces gathered fast, so that although he was in the State but little more than a month, and was fighting all the while, he left it with about 12,000 men more than he brought with him.

This was the last raid into Missouri, and, aside from bush-whacking, was the end of the war for this city. Peaceful pursuits were resumed, but the disorder and damage to the railroad enterprises in which Kansas City was interested, was such that nothing more was done on them that year except the Union Pacific, which was opened to Lawrence in December. The Missouri Pacific was so injured that it had to ask for aid to repair the damage, which was given by St. Louis, under authority of the Legislature, to the extent of \$700,000, in January 1865.

CHAPTER XI.

A GREAT ERA IN KANSAS CITY.

The Close of the War—The Resumption of Railroad Construction—Seven Roads and the Bridge Completed Before 1870—Other Railroad Enterprises not Finished—Rapid Growth—Schools and Street Improvements—Population Grown from 3,500 to 30,000.

With the beginning of 1865 the country adjacent to this city was in comparative peace. Many of the bush-whackers who had infested the country had gone south with Price, in his great raid of 1864, and others were in winter quarters. Sherman and Grant were closing in on the rebellion, and there appeared to be good reason to believe that, so far as this part of the country was concerned, there would be no more war. The people began, therefore, to cast about them, and collect the fragments of fortunes and business, and prepare for the future. At this time the population of our city had fallen off to between three and four thousand, her streets were out of repair, her houses dilapidated, and her trade practically gone. Leavenworth, having been her most formidable rival before the war, had, during the struggle, been the headquarters of army operations, and had prospered while this city suffered. She had grown to be a city of about eighteen thousand, had secured control of the Southern Kansas trade, and a part of the trade of New Mexico and Colorado. This city seemed to be well nigh out of the race for commercial supremacy, and would have been so regarded had it not been for her well demonstrated natural advantages, and the fact that the main line of the Union Pacific Railway started at this city, and was already in operation to Lawrence; and the fact that the Missouri Pacific was nearly completed. These gave heart to her citizens to renew the struggle, and an era of unprecedented activity followed.

Leavenworth, meantime, confident of ultimately securing a road to a connection with the Union Pacific, and also one from Cameron, thought to secure the Missouri Pacific also, and to that end voted four hundred thousand dollars in January, to build a road to a connection with it at this city.

THE SPRING OF 1865.

In February, the localities in interest obtained from the Missouri Legislature a charter for a road from Kansas City to Iowa State line, in the direction of Council Bluffs, by the way of St Joseph, and embracing what had been built of the Kansas City & St. Joseph Railroad from St. Joseph to Weston.

About the same time, the interest in the road to Fort Scott was renewed, and the Kansas Legislature was induced to memorialize Congress for a grant of land for it.

In the month of February, track laying was resumed on the Missouri Pacific, and it was progressing finely when March came, and with it the forests began to put out leaves, affording shelter for bush-whackers, when the bushes began to swarm with them. They cut off trade with adjacent parts of Missouri, and frequently visited the line of the Missouri Pacific, and robbed and stopped its hands. General Pope was appealed to for aid in suppressing them, but to no effect. He informed Governor Fletcher that the civil authorities must deal with them by civil process, and thus left this part of the State at their mercy. In May, a large force of them assembled near Lexington—three hundred and fifty was the estimate—and threatened to burn and sack the town. They seemed here to receive the first information they would credit of the collapse of the rebellion, and a large

party of them, under Bill Poole, went into Lexington, and surrendered. Others took to the bushes, but gave little trouble after that.

The southern Kansas trade began to come back to Kansas City, the people of that part of the State finding, as before the war, that they could reach Kansas City much better than Leavenworth. Steamers again began to ply on the Missouri; the trade of New Mexico and Colorado were resumed, with all their old proportions, and improvements began to be made in the city. The revival of trade in the city was so rapid when military embargoes had been raised, and the natural laws of commerce were allowed full operation, that by the close of May, according to the *Journal* reports, twenty-eight million tons of freight had been discharged by steamers at the levee here.

In May, Colonel Van Horn and Mr. Hallowell bought the *Journal of Commerce* from T. D. Thacher, who had purchased it of Mr. Abeel in May, 1863. It immediately took up the old strain of 1860, about railroads and improvements, and rallied the people about the old enterprises in which the city had been engaged before the war. It urged the re-organization of the Chamber of Commerce, which had been so prolific and fostering a parent of enterprises before the war, and of which it had been the organ and advocate. It urged upon the people in every way possible the importance of unity and action—prompt and decisive. It did more at this particular procedure to arouse the people, than all other agencies combined, and remarchaled them to the struggle for commercial development as potently as ever trumpet or drum-beat marshaled soldiers to the fray. One of its editorials, taken from its files of August 3, 1865, is here appended, as a sample of the terse and inspiring articles, with which its columns, at this period, were filled:

“There is a tide in the affairs of men—and the same is true of cities. We are now approaching the flood. If taken advantage of, we shall be carried on to fortune. If we do not act at the tide of our opportunities, our future history will be a record of failure and humiliation.

“The present is bright; we can, if we wish to be, the architects of our own fortune. To be so, we must be earnest, industrious and enterprising. Visions of the future show half a dozen railroads converging at this point; it shows the river port for the plains; a point of transshipment for the minerals, the wool and other products of the south, southwest and west, as also the articles from the east and foreign countries. It shows us the great central mart for the distribution of the wealth of half a continent—rich, powerful and magnificent. Providence never assisted a lazy man—fortune never smiled on an indolent community. The price paid for prosperity is labor, energy, enterprise. With a live policy—by throwing old foggy notions to the winds—by placing our mark high and working up to it, we shall become in two or three years all that we have described.

“The converse of this picture is easily realized. Our advantages are sought by others. Our natural advantages alone will never overcome the efforts of rival enterprise. If we rely upon them we shall become neutral ground—a passway of value to railroad corporations, but of no intrinsic power of our own. Prosperity must come from within; it must spring from the city—from the people. Let us all make sacrifices in order to start the impulse in the proper direction—let us all put our strength to the work. Large property owners can give sites for mills, factories, etc.; citizens can subscribe stock to work them; mechanics can build tenement houses for operatives. If they produce ten per cent on the outlay, don't raise the rent to twenty per cent. If houses are scarce, raising the price of rent will not increase the number. Let our people think and act promptly.”

The many articles of this character published by the *Journal* about this time were designed, not so much to arouse the people to action, as to give direction to their efforts, and to unify them upon common enterprises and for common pur-

poses. They were read by a people ready and willing to act, and eager to attain the very objects there urged upon them.

It was in May that the *Journal* called the attention of the people to the fact that the base of business in this city would soon be changed from the levee, where it had always been, to "West Kansas," the "French Bottom"—as it was still called—and urged upon the city authorities the importance of opening the cross streets leading to it. Third, Fourth, Fifth and Ottawa (now Twelfth), were the streets recommended to be opened. In July, the city council negotiated a loan of \$60,000 for the purpose, and appropriated it to the opening of those streets. This change of base brought about by the prospect that the business of the city would soon be done by railroad as much as by river, and the Union Pacific and Missouri Pacific both terminating at the State line, would, of necessity, have to make their depots in the bottom.

REVIVAL OF RAILROAD ENTERPRISE.

In July the Chamber of Commerce, which had a sort of ephemeral and spasmodic life during the war, was re-organized, and became, as it had been before the war, the heart of the city—the focus into which was concentrated her wisdom and wealth, and from whence radiated her energies and efforts—and it became again, as it had been before the war, a most potent promoter of railroad enterprises. One of the first interests with which it concerned itself was the road to Fort Scott. The old Kansas Valley & Neosho company was revived and re-organized, with Col. Kersey Coates as president, and active efforts were at once begun to secure its construction. The city was urged to vote \$200,000 aid to it, and a proposition was submitted to the people on the 19th of September. While this proposition was pending, on the 14th of September Capt. Chas. Keeler commenced work on the road. About the same time the interest in the Kansas City & St. Joseph Railroad was revived, and Kansas City was asked to vote it \$25,000 to aid in its completion from Weston to Kansas City. This proposition was submitted to the people at the same time as the proposition for the road to Ft. Scott, and both were voted by the people by large majorities. In November following, Johnson and Miami counties, Kansas, each voted the Fort Scott road \$200,000, which was regarded as having secured its construction.

This road, as projected in 1856, was designed to run to Galveston, but of course could not get through the Indian Territory without first securing the right-of-way by a treaty between the Indians and the Government. This idea was taken up with the revival of the project, and the opportunity for such treaty was waited and watched for, and was soon presented.

During the war the Creeks, Choctaws, Chickasaws, Seminoles, Shawnees, Kiowas, Wichitaws, Osages, Comanches, Senecas, Quapaws, and Cherokees, in whole or in part, had joined the Rebellion, which was held by the Government to have worked an abrogation of all treaties existing between them and the United States, and it was proposed, now that the war was over, to negotiate new treaties with them. To this end Judge D. N. Cooly, commissioner of Indian affairs, Hon. Elijah Sells, superintendent of the southern superintendency, Col. Parker, of General Grant's staff, Gen. Harney, of St. Louis, Thos. Nixon of Philadelphia, and others were appointed commissioners on the part of the United States to negotiate such treaties, and the Indians were notified to meet them at Fort Smith on the 5th of September for that purpose. The parties interested in this road saw, in this conference, the opportunity they desired to obtain the right for their road through the Indian Territory, and a delegation was made up for the purpose of attending the conference. The Kansas City delegation was appointed by the Chamber of Commerce and consisted of Col. R. T. Van Horn, Col. E. M. McGee, Col. M. J. Payne, and Matthew Mudeater, the latter being a Wyandotte Indian. Silas Armstrong, of Wyandotte, Col. Wilson, Maj. Rey-

nolds and Gen. C. W. Blair, of Fort Scott, Gen. R. B. Mitchell, of Paola, and Col. Haines and Gen. Blunt, from other places, constituted the balance of the delegation. In the treaties that were made, these gentlemen were successful in securing the right of way for a railroad through the territory between Kansas and Texas, and, at the instance of St. Louis parties, a like right-of-way was secured across the Territory from east to west, which has since been secured by what is now known as the St. Louis & San Francisco Railroad.

The interest in the Kansas City & Cameron Railroad, which at this time was known as the Kansas City, Galveston & Lake Superior Railroad, was revived early in the year. As heretofore stated, this road was partly built before the war in pursuance of a contract between this company and the Hannibal & St. Joseph Railroad Company by Mr. Quealy. The annual election for directors was held April 29th, at which Maj. W. C. Ransom was chosen president. The new directors became very active, now that peace had been restored, and at once opened negotiations with Mr. Quealy for settlement for the work done by him prior to the war, and for a new arrangement for the completion of the work. It also engaged John A. J. Chapman to make a survey of the river for a bridge, which work was completed in September, and a very favorable report made. The company also opened negotiations with J. T. R. Hayward, who had been superintendent of the Hannibal & St. Joseph Railroad before the war and with whom all *ante bellum* negotiations had been had, for a revival of the old contract between this company and the Hannibal & St. Joseph company, for the completion of the work. No satisfactory arrangement was ever made with Hayward, or with the company, until the latter part of 1866; but arrangements were made with Mr. Quealy, and work on the road resumed about the close of 1865. In this settlement with Mr. Quealy the company had to pay him more for the work yet to be done than the original contract price for the whole work, because of the advance, owing to the war, of material and labor, and therefore more aid had to be asked for by the company. But it was not until the following year 1866, that anything definite was done in this matter.

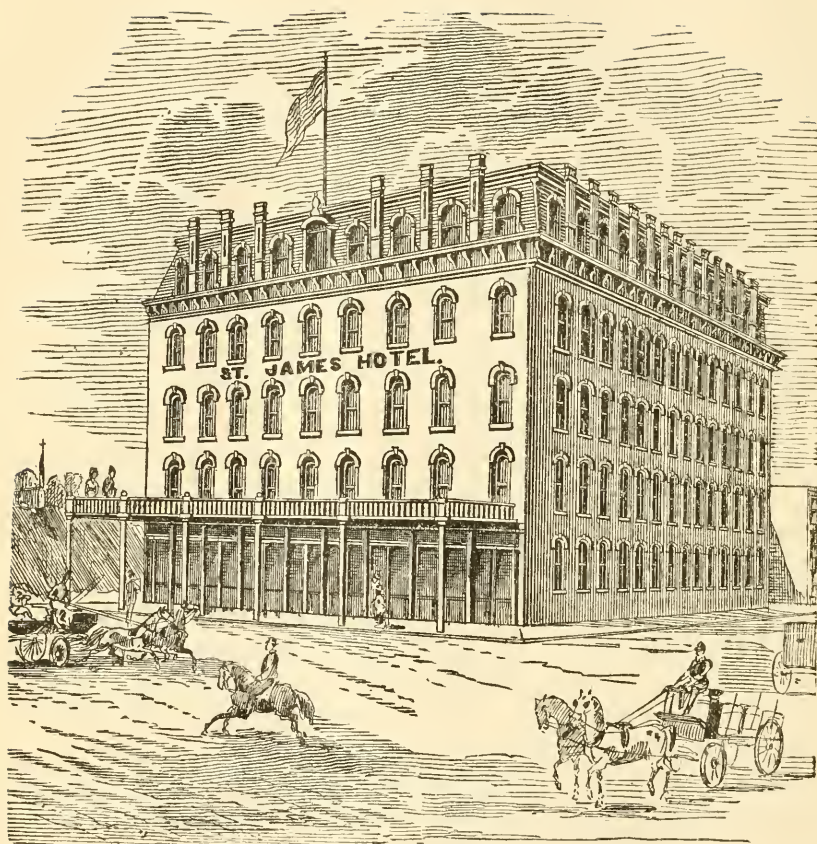
The Missouri Pacific, which had been progressing finely all summer, was finished September 21st, and opened for business with great rejoicing on the part of the people of this city.

The North Missouri, having obtained control of the charter of the Missouri Valley Railroad, as heretofore noticed, resumed operations also as soon as the country was free from bush-whackers, and began to push a western branch up the Missouri valley.

In October, D. R. Garrison, prominently connected with the Missouri Pacific, contracted with the Kansas City & Leavenworth Company, now known as the Missouri River Railroad Company, to build that road, and before the close of the month had commenced operations.

JEALOUSIES AND RIVALRIES AGAIN.

It was now manifest that, as between Kansas City and Leavenworth, the natural laws of commerce were all in favor of Kansas City, and there was no better feeling among a certain class of Kansas politicians toward Kansas City than had existed before the war. Senator James H. Lane, of Lawrence, took up the fight, favoring Kansas trade for Kansas towns. He projected an extensive railroad scheme for his State, embracing a road from Pleasant Hill to Lawrence, and one from Leavenworth, by way of Lawrence, to the southern State line in the direction of Fort Gibson. The scheme was to secure to Lawrence the terminus of the Kansas Pacific Railroad, and also the railroad which Kansas City had been so long laboring to have built to the Gulf of Mexico. Even at this early day St. Louis began to see the danger to her trade of building up Kansas City, and readily fell into and supported this scheme of Senator Lane, although the effect



ST. JAMES HOTEL, KANSAS CITY, MO.

L. C. Alexander, Proprietor.

Walnut Street, bet. Missouri Avenue and Sixth Street.

of it would have been to connect the Kansas railroads with the Hannibal & St. Joe as to divert the trades of Kansas, Colorado, New Mexico and Texas to Chicago.

In pursuance of this scheme, and to get his Gulf railroad into the field first, Senator Lane caused work to be commenced on that road at Lawrence, June 26th, and in October Major B. S. Henning took up his residence in that city and became superintendent of the road. In November Col. Vliet made a survey of a branch to Emporia, authorized by the charter. That same month the Pleasant Hill & Lawrence road was surveyed. The first rail was laid on the Atchison & Pike's Peak—the central branch of the Union Pacific—and Major O. B. Gunn commenced the survey of the Atchison, Topeka & Santa Fe from Atchison.

THE EVENTS OF 1866.

At the session of the Kansas Legislature early in 1866, a bill was passed dividing five hundred thousand acres of land given the State for internal improvements, between the Northern Kansas Railroad, now the St. Joe & Denver; the Kansas & Neosho Valley Railroad, now the Kansas City, Fort Scott & Gulf; the Union Pacific Railway, Southern Branch, from Fort Riley along the Neosho Valley, now the Junction City Branch of the Missouri, Kansas & Texas Railroad, and to the Leavenworth, Lawrence & Fort Gibson Railroad, now the Kansas City, Lawrence & Southern Kansas. By this act the Fort Scott & Gulf got twenty-five thousand acres.

In February Col. Van Horn, who had been elected to Congress in the election in 1864, introduced into the House of Representatives a bill granting certain lands in Kansas to the Kansas & Neosho Railroad Company. Also a bill to charter a bridge across the river at Kansas City, and to make Kansas City a port of entry. All these objects were afterward attained in some shape. The bill granting lands to the Fort Scott Railroad became a law in July, and gave that road about 800,000 acres. In the bill giving these lands to the Kansas & Neosho Valley Railroad, it was also given the franchise through the Indian Territory with a grant of land six miles on either side of the track. The bill was fought bitterly by Senator Lane.

The charter for a bridge was procured as an amendment to a bill chartering a bridge across the Mississippi at Quincy.

In February Messrs. Barnard and Mastin started a bank in Kansas City, which was succeeded by the Mastin bank; and the First National was started not far from the same time, with Maj. G. W. Branham at its head. Early in the spring Messrs. Marsh, Hilliker & Co. began the construction of a much-needed bridge across the Kaw River between Kansas City and Wyandotte, and it was finished and opened in December, with great rejoicings.

At the same session of the Kansas Legislature above referred to, the name of the Leavenworth, Lawrence & Fort Gibson Railroad was changed to Leavenworth, Lawrence & Galveston, and not long afterward the Kansas & Neosho Valley Railroad changed its name, by an action in court, to Missouri River, Fort Scott & Gulf.

On the 15th of May the first train was run from Leavenworth to Lawrence, that branch of the Union Pacific Railroad having been commenced June 26, 1865, and pushed rapidly through in order to secure a land grant.

In July Congress chartered the Southern Branch of the Union Pacific Railway, with the right to run from Fort Riley down the Neosho River to Fort Smith. This has since become the Missouri, Kansas & Texas Railroad. And that same month the Senate confirmed the treaty with the Delaware Indians, by which their reservation in Kansas was sold for the benefit of the Missouri River Railroad Company, which had just been completed between Kansas City and Leavenworth.

Before the close of the session of Congress in July, a bill introduced by Hon. Sidney Clarke, of Kansas, became a law, allowing the Union Pacific Railroad to construct its line up the Smoky Hill Valley instead of up the Republican Valley. The original bill required the main line from Kansas City and the branch from Omaha, to connect at the 100th meridian, between the Platte and Republican rivers, in Nebraska. But this bill allowed each to adopt its own line and locate the point of junction at any place they might select within one hundred miles west of Denver. The main line from this city had then reached Fort Riley, and during the year 1866 the western freighting went from that place instead of Kansas City, and the mails were also received of the railroad at that point.

THE CAMERON RAILROAD.

At the annual election of officers in May, Col. Charles E. Kearney became president of the Kansas City, Lake Superior & Galveston Railroad Company. Although work had been commenced on that line January 1st but little had been done because of the deficiency of means. But no sooner did Col. Kearney become president than he threw into it that force and energy for which he is so characteristic, and like all other enterprises with which he ever became connected, it was put immediately on the way to success. He laid the situation before the people of Kansas City at a meeting held at the court house on the 8th of May, and secured on the spot a subscription of \$23,000. Committees were appointed to seek further subscriptions of aid, and at a meeting held on the 12th, \$52,000 was reported, every dollar of which was promptly paid. This was within \$25,000 of enough to complete the road, and a proposition for the balance was submitted to the people of the county, August 7th, and defeated by the rebel element in the country precincts, although Kansas City voted almost solidly for it. Work was begun immediately, and was pushed rapidly.

At the time Col. Kearney became president of this company, the board of directors, through their president, Maj. W. C. Ransom, was still endeavoring to revive the old contract with the Hannibal & St. Joseph Railroad, under which the work done before the war had been done. This contract had been made originally though Mr. J. T. K. Hayward, who was at the time superintendent of the Hannibal & St. Joseph road. At this time he had ceased to be superintendent, but represented himself to be a director in the company. Besides Mr. Hayward, Mr. Brooks, who at this time was in Europe, was the only man connected with the Hannibal & St. Joseph road who knew of the old contract, and Mr. Hayward was now assuring the Kansas City company that he was laboring to get it revived. He was actually deceiving them, and had already made an agreement with the Leavenworth people to procure a contract between them and the Hannibal & St. Joseph company, to build a road from Cameron to Leavenworth. Leavenworth had previously, during the war, procured a charter, as stated in the last chapter. Col. Kearney was not long in detecting Mr. Hayward's treachery, and was just as prompt to institute measures for his defeat.

The board of directors of the company was called together on the 1st of June, and Gen. John W. Reid and Col. T. S. Case were appointed agents to visit Boston and make a contract with the Hannibal company, and Col. Kearney immediately telegraphed Col. Coates, who at the time was in Washington, urging the passing of the bill granting lands and right of way through the Indian Territory to the Kansas & Neosho Valley Railroad, to go to Boston and if possible stop the Leavenworth contract until they could get there. Col. Coates got to Boston on Saturday and found that the contract with Leavenworth had already been agreed upon, and was to be executed Monday. On the claim of a prior contract he got a stay of proceedings until Col. Case and Gen. Reid arrived. When they got there the first men they met were the Leavenworth delegation, in the ante-room of the railroad office. They met Col. Coates, succeeded in resur-

recting the old contract, and when the company saw it they referred the matter to James F. Joy, their general western manager. Col. Coates had to go back to Washington and Gen. Reid to Baltimore, but Col. Case went and saw Mr. Joy and got him into an agreement that this old contract should be revived, provided Kansas City would procure congressional authority for a bridge across the river at this point. Col. Case returned and reported the contract to Col. Kearney, who immediately telegraphed Col. Van Horn in Washington. The next Monday a bill was to be reported by the committee on post-offices and post-roads, providing for the construction of bridges at Quincy, Clinton and other places. Col. Van Horn went immediately to the chairman of that committee and after some difficulty, and full explanations, got him to agree to admit an amendment providing for the bridge at Kansas City. Next morning as soon as the house opened, the reading of the minutes were dispensed with and the bill called up. Col. Van Horn offered his amendment, it was accepted, and the chairman then moved the previous question. While this was being done Hon. Sidney Clarke, of Kansas, came in and in the greatest haste drew up an amendment for a bridge at Leavenworth; but he was too late. The previous question had been seconded and his amendment could not be attached. The bill passed, and thus in twenty-four hours from the time the agreement with Mr. Joy, was reported in Kansas City, all its conditions were complied with on the part of Kansas City, and she had a double triumph secured over her rival.

This was a critical time for Kansas City, and the events just stated probably turned the scales in her favor; for had Leavenworth secured the contract with the Hannibal & St. Joseph Railroad, Kansas City would have been left without help in the construction of her road. Leavenworth would then have got the first bridge. She was already the terminus of the Missouri Pacific Railroad and had a branch of the Union Pacific, hence, the securing of the Hannibal & St. Joseph would have made her the railroad center of the Missouri valley. To Col. Kearney, Kansas City owes a debt of gratitude for his sagacity and promptness, as it does also to the other gentlemen connected with its affairs, for their efficiency.

On the 19th of August a party of engineers, under Col. O. Chanute, commenced a new survey of the river for the bridge. On the 10th of November Col. Kearney began to advertise for materials for the bridge, and on the 1st of December he let contracts for its construction to Messrs. Vipont & Walker.

The securing a charter for a bridge, and the activity in organizing for its construction, caused the North Missouri Railroad Company to determine in August to terminate its western branch at Kansas City instead of Leavenworth, as it had proposed, and in October it let the contract for the immediate construction of the road to J. Condit Smith.

Meantime, August 22d, the favorable situation in which the Missouri River, Fort Scott & Gulf Railroad had been placed by the land grant and charter through the Indian Territory, it was enabled to contract for the building of the road, and Col. A. H. Waterman & Co. were engaged to build the first hundred miles.

ST. LOUIS OPENS THE FIGHT ON KANSAS CITY.

With the concentration of railroads at Kansas City, the town began to grow rapidly. The immigration to Kansas at the close of the war was immense, and its trade demands were in proportion to its magnitude. More wholesale houses began to be opened, street improvements became active and rapid, and the development of the city began to be something unparalleled in American annals. It is stated by the *Journal of Commerce*, that during the years 1865 and 1866, not less than six hundred new houses were built.

This rapid growth, the concentration of railroads and business, alarmed St. Louis as early as 1865, and was the cause of her falling so readily into Senator Lane's railroad schemes. In 1866 she became much more frightened, and did all

she could to foster the Pleasant Hill and Lawrence Railroad scheme, as a means of cutting off trade from this city. Her people owned the controlling interest in the Missouri Pacific Railroad, and at once began to use that line, which the people of Kansas City had labored so long and so earnestly in securing, into a means of oppression. In the summer of 1866 an arrangement was effected, based ostensibly on wash-outs on the road between Kansas City and Lawrence, whereby all freights for points west of Lawrence were taken by way of Leavenworth instead of being transferred here, and at the same time more favorable rates were given Leavenworth than to Kansas City. Passenger fares were but fifty cents more between Leavenworth and St. Louis than between Kansas City and St. Louis. Kansas City was astonished to find that she had no sooner distanced the rivalry of Leavenworth, than she found St. Louis, her old friend, assuming the *role* the latter had been compelled to abandon. This fight has never ceased, but Kansas City has steadily gained, and the issue will be manifestly the same as in the case with all others. It is but a question of time.

TRADE AND PROGRESS.

At the beginning of the year 1867, the city council appointed a committee to compile a statement of the trade and progress of the city for 1866. This committee soon afterward reported as follows:

Population	15,064
Buildings erected, 768, costing	\$2,166,500
Total trade, all lines	33,006,827

There were at that time in the city fourteen churches, two colleges, two academies, twelve primary schools, twenty-one dry goods houses, eighty grocery houses, thirteen clothing, eight liquor, fifteen boots and shoes, eight hotels, two daily papers and three weeklies, seven miles macadamized streets, and there were three railroads in operation, all terminating here—the Missouri Pacific, the Union Pacific, Eastern division, and the Missouri River. This latter road connected Kansas City and Leavenworth, and has since become a part of the Missouri Pacific.

On the 12th of March the Legislature, in amending the charter, defined the wards. The first was all east of Delaware street and north of Ninth, the second all east of Main street and south of Ninth, and the third all west of Main and Delaware streets.

THE CAMERON RAILROAD IN 1867.

On the 12th of March, 1864, the name of the Kansas City, Lake Superior & Galveston Railroad was changed to Kansas City & Cameron. The beginning of the year 1867 saw the company still lacking the means to complete the line. Col. Kearney and others went to Chicago to market \$100,000 of Kansas City bonds, when they and Kansas City were violently attacked by the St. Louis press. In February they procured authority from the Missouri Legislature to mortgage the road, and succeeded in mortgaging it to the Hannibal & St. Joseph and Chicago, Burlington & Quincy companies. This, however, did not release the company from the necessity of raising the thirty thousand dollars which the people of Jackson county outside of Kansas City had once voted down, so the company got the proposition before them again March 19th, and it was again defeated. Mr. Joy then came forward with a proposition to take the road off of their hands, release the people from the \$60,000 they had subscribed, and complete the road by November 31st, on condition that the city and Clay county would release to him the stock it held in the company. The city attempted to overcome the difficulty by an appropriation of \$60,000, which was made in May, but it seemed not to meet the case, and in July it transferred its stock as Mr. Joy had proposed. From this time forward the work went on rapidly. The corner

stone of the bridge was laid August 21st, and on the 22d of November the last rail of the road was laid, Col. Kearney, president of the company, and Mr. Gillis, the oldest citizen of Kansas City, driving the last spike. This was an occasion of great rejoicing. Col. Kearney sent congratulatory messages to the Board of Trade, Chicago, and the Chamber of Commerce, St. Louis. The former sent a warm response, but the latter did not respond at all. On the 21st of February, 1870, this road was consolidated with the Hannibal & St. Joseph, and soon afterward became the main line of that road.

OTHER ROADS.

In the early part of 1867 Leavenworth attempted to get some legislation through the Missouri Legislature that would make the terminus of both the Platte county and North Missouri roads at that place, and to get an appropriation of half a million dollars through the Kansas Legislature for a bridge there. But this was promptly defeated in both places. In March the several roads known as the Atchison & Weston and Atchison & St. Joseph and St. Joseph & Savannah were consolidated by act of the Missouri Legislature under the name of the Platte Country Railroad, and authorized to build a railroad from Kansas City by St. Joseph to the Iowa line in the direction of Council Bluffs, and to build a branch from St. Joseph by Savannah to the Iowa line in the direction of Des Moines.

OTHER INTERESTS.

The city grew rapidly during 1867, but there was no reliable report of its progress published. In February of that year the First National bank was re-organized, with Howard M. Holden as cashier, and immediately entered upon that career of usefulness and prosperity for which it was so well known, and which raised its capital—then \$100,000—to \$500,000. Mr. Holden showed himself to be a courteous gentleman and a sagacious banker, and gained the confidence of all with whom he came in contact usually at the first meeting, and he soon became closely identified with the business movements and operations of the city. In its subsequent development he exerted a potent influence, as the sequel will show.

In April Messrs. Foster & Wilder became proprietors of the *Journal of Commerce*, and that same month Mr. Thomas Pratt, of St. Louis, came to the city and purchased the franchise and charter of a gas company that had been formed, and went immediately to work to build the works. In July the people voted an appropriation for lighting the streets, and the works were put into operation in October.

By act of March 12th, 1867 the city limits were again changed, the west line being the State line from the river south to 22d street, the south line 22d street from the State line east to Troost avenue, the east line Troost avenue, north to 12th street, thence east to Lydia avenue, thence north to Independence avenue, and thence by the Quarter Section line to the river, which constituted the northern boundary. At the same time the city was divided into four wards. The first embraced that part of the city east of Main street between the river and 10th street. The second embraced that part east of Main street and south of 10th street. The third embraced all south of 10th and west of Main street, and the fourth all west of Main street and north of 10th street.

THE SCHOOLS.

The school system of Missouri had been completely destroyed by the war, and the rankling passions engendered by that struggle, made the people slow to re-organize it, when the Legislature in 1865 adopted laws for that purpose. On the 15th and 18th of March 1866 the Legislature had enacted other laws providing for the establishment of schools in cities, towns and villages, with special

privileges, but it was not until the 1st of August 1867, that the Kansas City Board of Education was organized under the authority of these acts. The first Board was composed of W. E. Sheffield, President; H. C. Kumpf, Secretary; J. A. Bachman, Treasurer; E. H. Allen, T. B. Lester and E. H. Spalding; J. B. Bradley, Superintendent and Teacher in Central School.

Immediately after the organization of the Board, Mr. Kumpf retired, and Mr. A. A. Bainbridge was chosen to fill the vacancy. There were at this time 2,150 children of school age, living within the limits of the school district. There was not a public school building in the city. Disorganization reigned supreme. The city was utterly destitute of all school accommodations, and there was not a dollar available for school expenses. The buildings that could be rented for school purposes were old deserted dwellings, unoccupied store rooms and damp, gloomy basements in some of the churches. But the Board was in earnest, and every effort was made to put the schools in operation. In October, 1867, the schools were formally opened in rented rooms, which had been hastily and scantily furnished. Into these unattractive abodes the children were huddled together to receive instruction. A superintendent and sixteen teachers were employed during the year, but as no statistics of the school work are found in the records, it is impossible to give a satisfactory account of what was done. If the work in the schools was unsatisfactory, the energy of the Board was unabated. Preparations for a grand work continued. Sites were purchased, bonds issued and school-houses erected. The rapid and marvelous growth of the city, while it brought a large influx to the school population, did not produce a corresponding increase in the valuation of the taxable property of the district.

The next two or three years were years of great activity with the School Board. During 1868 it built the Washington, Humboldt and Franklin Schools; in 1869 it added the Central and Lincoln; in 1870 the Lathrop and Benton; and in 1871 the Woodland. These have since been enlarged and others added as the increase of school population has required.

THE LOUISIANA RAILROAD.

About the middle of January, 1868, information was received in this city, that a company had procured a charter for a railroad from Louisiana, Mo., to Kansas City, and in March, 1868, parties arrived in the city to ask the people to take an interest in it, and in June the people voted it \$250,000 aid. Toward the close of the year, the company got the Chicago & Alton Railroad, of Illinois, interested in the project, and the line was speedily constructed from Louisiana to Mexico, where it connected with the North Missouri Railroad. Owing to some difficulty about the issue of bonds in some of the counties, the balance of the road was not built at that time. The Chicago & Alton built a fine bridge across the Mississippi, at Louisiana, and operated through from Kansas City to Chicago over the track of the North Missouri until 1878 when it was built through to Kansas City.

KANSAS CITY AND SANTA FE.

At the session of the Kansas Legislature in 1868, a charter was procured for a railroad from Kansas City to Santa Fe, and in March the company was organized at Olathe, with Col. J. E. Hays president, and Gen. W. H. Morgan, of Kansas City, secretary and treasurer, and books were opened for subscription of stock at the First National Bank on the 5th of June. In July the company was re-organized. P. P. Elder, president; Gen. W. H. Morgan, secretary, and Col. J. E. Hays, treasurer.

THE FT. SCOTT AND GULF.

When the Cherokee neutral lands were obtained by treaty, and ordered sold for the benefit of the Fort Scott and Gulf Railroad, James F. Joy became interested in the road and bought the land. In the spring of 1868 the American Immigrant company of Connecticut set up a claim to the lands, under a previous sale made by Secretary Harlan, but the difficulty was soon harmonized by assignment of their claims to Mr. Joy and the negotiation of a new treaty, which was approved by the senate in June, 1868. On the 15th of June, 1868, the city council of Kansas City relinquished to Mr. Joy its interest in the road, and on the 12th of December, that year, it was finished to Olathe; and to Fort Scott in December, 1869.

THE L., L. & G. R. R.

This road had been finished to Ottawa by the first of January, 1868. In May it received, by treaty with the Osage Indians, 8,000,000 acres of land, upon which there was already much settlement. This was the origin of the Osage ceded land difficulty, which was not settled until 1876 when the United States Supreme Court decided it in favor of the people.

In November, 1868, the Neosho Valley Railroad Company put one hundred and seventy-five miles of their line under contract from Junction City.

THE NORTH MISSOURI RAILROAD.

This line of road had been pushed quietly but rapidly through the year 1868, and on the 1st day of December the last rail was laid at the connection with the track of the Kansas City & Cameron Railroad, thus adding to our city a fifth road. The Kansas City & Cameron road soon became merged with the Hannibal & St. Joseph, and took that name; so that at the close of the year 1868, there were completed, the Missouri Pacific, the Hannibal & St. Joseph, and the North Missouri (now Wabash, St. Louis & Pacific), from the east; the Missouri River to the west was completed, terminating at Leavenworth; the Missouri River, Fort Scott & Gulf Road was in operation to Olathe, and the Union Pacific Eastern Division was operating to Sheridan, four hundred and five miles west of Kansas City, and but two hundred and twenty miles from Denver.

At the close of the year, the population was estimated at 28,000, and there had been 2,000 houses built that year, which shows it to have been one of great activity and progress.

THE PROGRESS OF 1869.

In January, 1869, Colonel Coates laid the foundations of Coates Opera House, and the City Council chartered the Jackson County and Broadway Horse Railroad Companies. In February a Board of Trade was organized, with T. K. Hanna, Esq., as president, D. M. Keen, secretary, and H. M. Holden, treasurer. This organization was rendered necessary, by the old Chamber of Commerce having ceased to exist; and during the year it was a most valuable organization. In March, the Paola & Fall River Railroad Company was organized. It had a spasmodic existence for several years, and graded part of the road between Paola and Garnett. This line was built from Paola to Leroy in 1880, as a branch of the Missouri Pacific, at which time the Holden and Paola Branch of that road was extended from Paola to Ottawa.

The Missouri Valley Railroad (now Kansas City, St. Joseph & Council Bluffs) was completed February 27, and opened March 1st, making Kansas City's seventh railroad.

In March, the Missouri Pacific Railroad took an interest in the Pleasant Hill & Lawrence Railroad, and in June it was under contract. In March the city council submitted to the people an ordinance to aid the Kansas City & Santa Fe

Railroad to the extent of \$100,000 between Kansas City and Ottawa, but it was voted down, because the people understood that Mr. Joy was interested in it, and intended to build it anyhow. This was found to be a mistake. In April contracts were let for building the Leavenworth & Atchison Railroad, and for the Atchison & Nebraska Railroad. On the 3d of that month, Kansas City, Kansas, was laid out, and on the 6th, the last stone on the Missouri River bridge was laid. Between that time and the 3d of July, the superstructure was put on, and the bridge was opened on the 3d with a celebration; the first bridge on the Missouri River. In May, the Missouri Pacific Railroad began the agitation of a St. Louis and Santa Fe Railroad, to start from Holden, on their line, and run through Paola. Toward the latter part of the month, it was taken hold of by Colonel R. S. Stevens, and called the Missouri, Kansas & Albuquerque. It has since been built from Holden to Ottawa, and is operated as one of the Missouri Pacific cut-offs.

On the 31st of May, the Missouri River, Fort Scott & Gulf Railroad was completed to Paola. In June Mr. Joy became identified with the Leavenworth, Lawrence & Galveston Railroad, and the company was re-organized, after which it was pushed forward rapidly. The Missouri Pacific Railroad was originally built on what is known as the broad gauge, and on the 18th of July, it was changed the entire length of its line to the standard gauge. On the 7th of August the council again submitted to the people a proposition to vote \$100,000 to the Kansas City & Santa Fe Railroad, of which \$25,000 was to be expended in building a switch to the southern part of the city, and the balance on the line, between Olathe and Ottawa. This proposition was carried, and in October the line was surveyed. The foundations of the Nelson House, on the corner of Second and Main streets, were laid in the spring of 1869. Work was stopped on it in the fall, and it was sold the next year to the County Court, and was finished up in 1870 and 1871 as a County Court House.

During the year 1869 the growth of the city was rapid, and great improvement was made on the streets. There was also much discussion of the water works question, and a company was formed to build the works.

KANSAS CITY & MEMPHIS RAILROAD.

Early in the year there began to be a great deal of discussion relative to the building of a railroad to Memphis, and on the 26th of August a large convention was held at Springfield for the purpose of setting the enterprise in motion. Only a temporary organization was here effected, but afterward, Oct. 19, another meeting was held at Kansas City, at which all the parties interested, including the counties in Missouri through which the road would run, Arkansas, and the city of Memphis, were represented. At this meeting an organization was effected, under the provisions of the charter of the Kansas City, Galveston & Lake Superior Railroad, procured by Col. Van Horn in 1857. It was under the same charter that the Kansas City & Cameron Railroad was built. The directors elected at this meeting were A. H. Humphreys, E. D. Harper, W. P. Cox, W. L. Strong, W. B. Nichols, G. W. Jones, J. M. Richardson, S. S. Burdett, W. P. Johnson, Col. A. A. Tomlinson, Col. C. E. Kearney, Col. R. T. Van Horn, C. M. Ferree and Col. J. D. Williamson.

In September, 1869, several companies in Missouri and Iowa were consolidated under the name of the Chicago & Southwestern Railroad Company, the object of which was to build a railroad from Davenport, Iowa, to the Missouri River. The line has since been built by the Chicago, Rock Island & Pacific Railway Company, and has one branch terminating at Atchison, and another at Leavenworth, while it makes connections to Kansas City over the Hannibal & St. Joseph from Cameron.

In November, 1869, the Kansas City College of Physicians and Surgeons

was founded and incorporated; and in December the Atchison, Topeka & Santa Fe railroad was surveyed from Atchison to Topeka. This same month the Missouri River, Fort Scott & Gulf Railroad reached Fort Scott, beyond which its progress was retarded by a league among the settlers on the Cherokee Neutral lands opposed to its progress, and by which the laborers were driven off. The Neosho Valley Railroad, now part of the Missouri, Kansas & Texas, was finished between Junction City and Emporia that month also.

The Union Pacific, eastern division, by which name the Pacific Railroad from Kansas City had been called, had its name changed in March, 1869, to Kansas Pacific. Its bond subsidy extended only to Sheridan, and for nearly a year it stopped at that place, but in 1869 it effected arrangements for the construction of the line to Denver, and grading was resumed in the latter part of 1869.

AT THE CLOSE OF THE YEAR.

The year 1869 was one of the most prosperous in the history of Kansas City. Her business was rapidly extended with the extension of her railroad lines, and the extent to which building was done, was scarcely less than in 1868. Her population had increased to thirty thousand, and she had that year made four and a half miles of street. She had seven railroads in operation, three of which were yet unfinished, but progressing rapidly. These were the Missouri Pacific, the North Missouri, the Platte Country, the Missouri River, completed. The Missouri River, Fort Scott & Gulf, to Fort Scott, the Leavenworth, Lawrence & Galveston, nearly to Garnett, and the Kansas Pacific to Sheridan. At this time she was so much in the lead that the rivalry between her and other Missouri valley cities was rapidly ceasing.

CITY ADDITIONS.

The growth of Kansas City during the period covered by this chapter was never before equaled on the American continent, and notwithstanding the many "additions" to the city during the prosperous era from 1855 to 1861 many more were required to afford the people room. During these years the following named additions to the city were made, and the plats filed on the dates here given:

- January 12, 1865—Resurvey of Reeds' Addition.
- June 3, '65—McElroy's Sub-division.
- October 4, '65—T. S. Case's Sub-division.
- October 5, '65—Pacific Place Addition.
- October 17, '65—Sol. S. Smith's Sub-division.
- December 15, '65—Cottage Place Addition.
- December 18, '65—McGee Place Addition.
- February 19, '66—Vineyard's Second Addition.
- February 27, '66—Rice's Addition.
- April 9, '66—West Kansas Addition, No. 2.
- May 2, '66—Bailis Place Addition.
- May 21, '66—Krey's Sub-division.
- May 24, '66—A. J. Lloyd's Sub-division.
- May 24, '66—Depot Addition (first plat).
- May 27, '66—Depot Addition (second plat).
- May 30, '66—T. A. Smart's Second Addition.
- August 7, '66—McLane's Sub-division.
- October 1, '66—Smart's Place Addition.
- December 11, '66—Long & White's Sub-division.
- January 9, '67—T. S. Case's Addition.
- April 22, '67—Guinotte Bluff Addition.
- October, 8, '67—Gillis' Addition.

November 18, '67—Case & Bailis' Sub-division.
 May 11, '68—T. A. Smart's Third Addition.
 May 22, '68—E. M. McGee's Sub-division.
 June 11, '68—Extension to West Kansas Addition No. 1.
 July 24, '68—B. F. Evans' Addition.
 August 19, '68—Bidwell's Sub-division.
 October 2, '68—Wm. Toms' Addition.
 October 30, '68—Seegar's Addition.
 November 2, '68—Armfield's Addition.
 November 5, '68—Broadway Addition.
 December 1, '68—Mulkey's Addition.
 April 21, '69—Second Resurvey of Reed's Addition.
 May 4, '69—Hammerslough's Sub division.
 May 21, '68—Hurck's Sub-division of Guinotte Bluff.
 June 29, '69—Matthew & Hill's Sub-division.
 July 29, '69—Thomas Green's Sub-division of lot 116, Hurck's Sub-division.
 September 11, '69—Lykins' Place Addition.
 September 12, '69—Branham's Sub-division.
 September 18, '69—Gallfy's Addition.
 October 5, '69—Bank Street Block Addition.

THE BOARD OF TRADE.

Reference has already been made to the organization of the Board of Trade in February, 1869, and to the fact that this organization was rendered necessary by the cessation of the Chamber of Commerce, organized in 1857.

The Chamber of Commerce after its revival after the war, soon revived and secured the various railroads and other enterprises which it had inaugurated prior to the war. In doing this, many of its leading and most active members became connected with the enterprise which it had inaugurated, and were thus individually employed to such an extent that they could not attend to the affairs of the organization. Beside the objects for which it was instituted were now secured and the era of prosperity which it sought to inaugurate was in fullest existence. The occasion for it having therefore ceased in 1866-7, the organization itself ceased about the same time. Its success, however, in the securing of railroads, and the era of growth and prosperity which it sought, raised a new class of interests and questions which needed the concerted action of the people, and it was for this purpose that the Board of Trade was organized.

This organization came into existence on the 6th day of February, 1869, at which time rules and by-laws were adopted and an election for officers held. At this election T. K. Hanna, Esq., senior member of the jobbing dry goods house of Tootle, Hanna & Co., was elected president; M. Diveley, first vice-president, and S. S. Mathews, second vice-president; D. M. Keen, was elected secretary and H. M. Holden, treasurer.

The board had a membership of sixty-seven, among whom were many gentlemen still prominent among the business men of Kansas City. Among these men were such as H. J. Latshaw, M. Diveley, Adam Long, James M. Nave, B. A. Feineman, Thos. Green, H. M. Holden, T. B. Bullene, Col. A. A. Tomlinson, D. M. Jarboe, T. K. Hanna, Gen. Frank Askew, Matt Foster, E. H. Allen, L. Hammerslough, J. B. Wornall, E. W. Patterson, Francis Foster, J. W. Reid, C. M. Ferree, T. V. Bryant, Benj. McLean, Joseph Cahn, D. K. Abeel, J. E. Marsh, C. E. Kearney, J. A. McDonald, T. M. James, Dr. F. B. Nofsinger and T. J. Bigger, though these latter three did not become members until 1870.

This organization was very active during 1869, and held weekly meetings, at which were discussed questions of importance to the city at that time, and committees appointed to secure the changes and improvements it decided to be for

the common welfare. One of the first questions to come before it, was a proposition to divide Jackson county, which it vigorously opposed. About the same time it took up the subject of uniform drayage charges, and uniform freight rates on the roads already constructed to Kansas City. The first of these objects was speedily secured by city ordinance; and the latter, together with all discriminations against the city, was before it all the year, but it finally succeeded with all the roads in securing satisfactory rates and a discontinuance of all discriminations. The movement for paid fire department originated with it and it secured such an establishment. It also secured a license law for drummers selling goods by sample in the city. It endeavored at one time, without success, to have the Kansas Pacific Railroad deliver and receive freight at the Grand avenue depot of the Missouri Pacific Railroad on account of the distance to the State Line depot and the almost impassable condition of Fifth and Bluff streets.

Failing in this, it undertook next an extensive system of street improvements, including the grading and paving of Second, Fifth, Bluff and Twelfth streets and Independence avenue. For this purpose it asked the City Council to submit a proposition to the people of the city to vote sixty thousand dollars for these improvements. The subject was then referred to a committee consisting of H. M. Holden, A. A. Bainbridge, J. W. Reid, A. C. Dyas and J. B. Wornall, to secure the desired action by the Council. They were successful, and the proposition was submitted at an election held for that purpose August 8th.

About the same time the board took up this matter, it also took up the question of voting one hundred thousand dollars aid to the Kansas City & Santa Fe Railroad Company to aid in completing its road between Olathe and Ottawa. It procured the requisite action from the City Council, submitting such a proposition at the same election as that for money to improve the streets. The committee through whom this action was secured was composed of M. Diveley, S. S. Matthews and D. M. Keen, who acted jointly with a like committee appointed by the secretary of the railroad company.

These two propositions being thus submitted to the people, Messrs. T. K. Hanna, J. W. Reid and D. M. Keen were appointed by the board a committee to prepare a memorial addressed to the people showing why it should be adopted. Messrs. A. L. Harris, Col. Frank Foster and Peter Soden, from the first ward; E. M. McGee, L. Hammerslough and Henry Tobener, from the second ward; Gen. J. W. Reid, A. A. Bainbridge and J. P. Green, from the third ward; and J. R. Bailis, G. W. Branham and James E. Marsh, from the fourth ward, were appointed a committee to work for the propositions in their respective wards on the day of election, and were authorized to employ bands of music and carriages to convey voters to and from the polls. Both propositions were carried by their efforts, and thus the street improvements were secured and also the construction of this railroad, which was immediately proceeded with, and by means of which the Leavenworth, Lawrence & Galveston Railroad was secured to Kansas City.

Later in the year, the Board sent a delegate to Springfield, Mo., in the interest of the Kansas City & Memphis Railroad, and agitated the question of water works for the city, but it undertook no further enterprises of any magnitude during that year.

CHAPTER XII.

THE PROGRESS FROM 1870 TO 1872.

Improvement and Enlargement of the Railroad Facilities—Inception of the Barge Line—Water and Gas Works Built—The Law Library—The Barge Line—The Exposition—The Board of Trade, and other Improvements.

The rapid progress and development of the city at the close of 1869, continued several years afterward, and until causes of a national character depressed immigration to Kansas, stopped railroad building and produced the condition of financial stringency culminating in the great panic of 1873 and the subsequent general depression.

The years of 1871 and 1872 were years of great prosperity and growth, though before the close of the latter, shadows of the coming depression began to be felt. The year 1872 was less active in buildings and improvements, and in the year 1873 occurred the great panic; after which, for three years, Kansas City, in common with the whole country, made little progress in visible forms, but in the development of and extension of trade, her progress was uninterrupted, and at the close of 1876, she was alike the market and a source of supply of the New West, embracing Western Missouri, Kansas, Colorado, New Mexico and Northern Texas, with Southwestern Iowa and Southern Nebraska, gradually coming in.

THREE RAILROADS FINISHED.

The subjects of chief discussion in 1870, and the ends to which the city was lending its efforts and energies, were the Kansas City & Memphis Railroad, and the construction of the water works. The Missouri River, Fort Scott & Gulf, the Kansas City & Santa Fe, and the Leavenworth, Lawrence and Galveston Railroads were all secured, and in course of rapid construction, hence were not objects of solicitude to the city. The Missouri River, Fort Scott & Gulf was completed to Baxter Springs and opened for business in May. The Kansas City & Santa Fe was finished between Olathe and Ottawa, and opened for business August 22d, and from the first was operated as part of the Leavenworth, Lawrence and Galveston Railroad. The Leavenworth, Lawrence & Galveston Railroad reached Thayer, Kansas, by the close of the year, and was completed and opened to Coffeyville, on the southern line of the State, September 4, 1871. The Kansas Pacific, which was in a very forward state at the beginning of 1870, was completed to Denver on the 15th of August, and thus affected a connection with the Union Pacific, the Denver Pacific, from Denver to Cheyenne, having been already completed.

RIGHT OF WAY THROUGH THE INDIAN TERRITORY.

About the same time that Congress granted a charter for the Kansas & Neosho Valley Railroad, at the time of which we now write, known as the Missouri River, Fort Scott & Gulf, it granted a charter also for the Southern Branch of the Union Pacific Railroad, which was to run from Fort Riley, Kansas, southwardly to Fort Smith, Arkansas, which would take it through the Indian territory. This was secured at the instance of southern representatives and senators. At the same time, the Leavenworth, Lawrence & Fort Gibson Railroad, at the time of which we write known as the Leavenworth, Lawrence & Galveston Railroad, was in progress from Lawrence southward. This road, as already noticed, was projected by Senator James H. Lane, of Kansas, and by him and others interested

was designed to run through the Indian Territory, to connect with the Texas Central for Galveston. Hence the charter for the Fort Scott road introduced by Col. R. T. Van Horn, of this city, and passed in July, was so amended upon its passage, at the instance of the southern senators and representatives, and Senator Lane, as to provide that if either of these latter roads reached the boundary of the Indian Territory before the Fort Scott road reached there, they would have the right to the right of way through the Indian Territory, secured by treaty, and by this charter granted to the Fort Scott road. The Fort Scott road reached the line about a month in advance of the Neosho Valley Railroad, which was constructed on the charter of the Southern Branch of the Pacific, and which afterward became known as the Missouri, Kansas & Texas Railroad. Notwithstanding this fact the latter road raised a question of right with the Fort Scott road to the right of way through the Indian Territory. The ground upon which it contested the right of the Fort Scott road was that the charter provided that the State line should be crossed in the valley of the Neosho River, and it held that the terminus of the Fort Scott road at Baxter Springs was not in that valley. The map of the route had been approved by the Secretary of the Interior, and thus its location had been approved. Yet the case came up before that officer and the then incumbent decided it in favor of the Missouri, Kansas & Texas Railroad, and thus shut out the Missouri River, Fort Scott & Gulf.

THE MEMPHIS RAILROAD IN 1870.

In February, 1870, Mr. Edward P. Tucke was engaged by the Kansas City, Springfield & Memphis Railroad Company to survey the line, and he began the work immediately. During the spring months, while this work was in progress, the counties along the line voted aid to it, and it was progressing finely. Early in the summer, however, there appeared in the field another enterprise, the Clinton, Kansas City & Memphis Branch of the Tebo & Neosho Railroad Company, proposing to build a line of road from Kansas City to Memphis, by the way of Clinton, in Henry county, Mo., instead of by the way of Springfield. The Tebo & Neosho Railroad charter was an old one granted by the Legislature of the State of Missouri, and upon which the Kansas Land and Trust Company had already built a road from Sedalia, by the way of Fort Scott, to Parsons, Kan., where it united with the Neosho Valley Railroad from Junction City, Kan. This latter road, as already stated, was built on a charter granted by Congress for a Southern Branch of the Union Pacific Railroad from Fort Riley to Fort Smith, and by the same parties who built the road from Sedalia to Parsons. When these two roads were united under one management, the consolidated road took the name of Missouri, Kansas & Texas. The Clinton, Kansas City & Memphis Branch of the Tebo & Neosho Railroad was a company organized as a branch of this road under a general law of the State of Missouri, authorizing railroads to construct branches. From the time of its appearance in the field, both companies were canvassing along the line for county aid, and some counties voted aid to one, and some to the other, and the feeling in the country from Kansas City southward was much divided between them. Thus they stood at the end of the year.

WATER-WORKS.

The necessity of water-works was much discussed during the early part of the year, and finally took shape in a determination on the part of the city to build them. For this purpose the council adopted an ordinance providing for raising \$300,000, and it was submitted to the people and adopted by them on the 2d of June. It was soon ascertained, however, that there was some informality in the election—people being allowed to vote who had not registered, as required by law—which made the bonds of doubtful validity, and the scheme was

abandoned, but not until after much discussion and too late in the year to inaugurate another enterprise.

OTHER ENTERPRISES OF 1870.

The Texas cattle movement through this city to the eastern markets, which began in 1868, had assumed such proportions as to render better accommodations necessary, and accordingly in the spring of 1870, the railroads running eastwardly from here built stock yards for the receiving and transfer of stock.

In May, the Platte County Railroad from Kansas City to the Iowa line, and the Council Bluffs & St. Joseph Railroad from the Iowa line to Council Bluffs, were consolidated, having passed into the hands of the Boston interest, with which Mr. Joy was connected, and it then took the name of the Kansas City, St. Joseph & Council Bluffs, by which it is now known.

In June a company was organized to build a road from Kansas City to the northward, through Plattsburg, but nothing was ever done with it. James Birch, of Plattsburg, was president of the company, and Col. E. M. McGee, of Kansas City, vice-president.

The Atchison, Topeka & Santa Fe Railroad, the construction of which was began in 1868, at Atchison, was this year put into operation to Emporia. The railroad up the west side of the river to Troy, and the M., K. & T. Railroad between Sedalia and Parsons were finished.

Coates' Opera House was finished in September, and on the 6th of October dedicated; Mr. Charles Pope, of St. Louis, being the first manager.

THE "JOURNAL" AGAIN.

On the 9th of March Col. John Wilder, the editor of *The Journal of Commerce*, which was then being published by John Wilder & Co., was shot and instantly killed by James Hutchinson, at the city court house, about a personal matter. Col. Wilder was a very popular man and editor, and his loss was greatly deplored by the people. Hutchinson afterward died before his trial. On the 21st of May following, Col. Van Horn, who had now completed his third successive term in Congress, purchased the interest of Col. Wilder in *The Journal*. Three days afterward his old ante-war partner, D. K. Abeel, purchased the interest held by Smith Baker, Esq., and the firm of R. T. Van Horn & Co. came into existence.

OTHER NEWSPAPERS.

The *Advertiser*, a Democratic daily was established by a gentleman named Simpson in 1865, but failed in 1869. The *Bulletin*, a Republican daily, was established by George W. Householder, in March, 1868, and failed in 1873. And the *Kansas City Times*, the present leading Democratic daily, was established by a company in the spring of 1868. The *News*, an evening independent paper, was established by a co-operative company of printers in 1870 and failed in 1874. And the *Mail*, an evening Democratic paper, was established by Col. John C. Moore in the spring of 1875, and is still published.

STREET RAILROADS.

The Kansas City and Westport Horse Railroad Company which had been organized in 1869, with W. K. Bernard, Edward Price, Geo. W. Briant, Nehemiah Holmes, Col. E. M. McGee, J. Q. Watkins and William Dunlap as incorporators, was built in 1870 from the corner of Fourth and Main streets by Fourth, Walnut, Twelfth and Grand avenue to Sixteenth street.

In 1870 the Jackson County Horse Railroad Company was organized with J. Q. Watkins, F. R. Long, A. C. Dyas, D. O. Smart, C. E. Waldron as incorporators. It was to build a line from Twelfth street and Forest avenue to Independence avenue, thence to Grand avenue, thence to Fifth street, thence to Walnut

street, thence to Fourth street and thence to Main street, with another line extending along Fourth to Wyandotte, thence to Fifth and thence by way of Fifth and Bluff streets and Union avenue to Mulberry street, thence to Ninth street, and thence to the State line in the direction of Wyandotte. No work was done on this line that year.

CENSUS AND BUSINESS.

The United States census, taken in 1870, gave the population of Missouri Valley cities as follows:

Kansas City	32,286.
Leavenworth	17,873
Atchison	7,054
Lawrence	8,315
St. Joseph	19,565
Council Bluffs	10,020
Omaha	16,083
Topeka	5,790

The increase for Kansas City from 4,418 in 1860, was the largest per cent. of increase ever made by any American city, but its real magnitude can only be appreciated when it is remembered that these ten years included five of war, during which Kansas City's population decreased to about three thousand five hundred, so that instead of the increase being from 4,418 to 32,286 in ten years, it was actually from about 3,500 to 32,286 in five years.

At the end of the year Kansas City had eight railroads and seven banks; had built, during the year, 927 houses, at an aggregate cost of \$3,454,500, had made 60,000,000 brick, and had a jobbing trade as follows:

Dry Goods	\$2,511,840
Groceries	2,614,425
Liquors	618,108
Other jobbing lines	3,004 320
Total	<u>\$8,748,693</u>

The whole business of the city, including all lines, was estimated to have been \$34,794,880.

THE BOARD OF TRADE IN 1870.

The Board of Trade was not a very active organization in 1870. The evils it was brought into existence to remedy, and the interests it sought to secure, having been remedied and secured in 1869, its members yielded to the same impulses which had caused the decease of the Chamber of Commerce, and devoted themselves to their own affairs. At the annual election, Jan. 25th, T. K. Hanna was elected President, Gen. Frank Askew, First Vice-President, M. Diveley, Second Vice-President and H. M. Holden Treasurer.

The principal objects it interested itself in during the year were the Memphis Railroad, an effort to prevent the removal of the city post-office to the Junction of Main, Delaware and Ninth Streets, the collection of business statistics at the request of Col. Van Horn, to aid him in securing from Congress, of which he was still a member, the establishment of a custom house, an attempt to prevent the Missouri Pacific Railroad from discriminating against this city and in favor of Leavenworth, to which place its line was now extended by use of the Missouri River Railroad between Kansas City and Leavenworth, and a few other matters of less importance.

EVENTS OF 1871.

In January, 1871, another commercial organization, called the Merchant's Exchange, was organized, the object of which was to maintain a daily exchange



BULLENE, MOORES & EMERY'S WHOLESALE BUILDING, KANSAS CITY, MO.

for the sale and purchase of articles of produce, which by this time began to seek a market in Kansas City. Of the doings of this organization no record is now known to be extant, but from the records of the Board of Trade it is learned that an effort was made in January to consolidate the two. Mr. Hanna, President of the Board of Trade, and James E. Marsh of the same organization formed the consolidation, which Mr. Nave and others held that the objects sought by the two were not necessarily identical, and might be better secured by separate organizations. This view finally prevailed, and they were not consolidated. The Merchants Exchange found itself in advance of the times, and after a few months became quiet. The Board of Trade held but a few meetings in 1871 and undertook no enterprise of importance. The officers this year were: T. K. Hanna, President; Gen. Frank Askew, First Vice-President; James M. Nave, Second Vice-President; E. L. Martin, Secretary and B. A. Feineman, Treasurer.

OTHER MOVEMENTS IN 1871.

In January, 1871, an effort was made to establish a furniture factory, and a stock company was organized for that purpose. A building was erected on the southern part of Walnut street, and the manufacture of furniture begun. It continued but a year or two, however, and failed.

THE MEMPHIS RAILROAD.

The conflict between the rival Memphis Railroad Companies continued through the early half of the year. In March the County Court of Jackson county transferred the county subscription from the Springfield to the Clinton road, and there was much agitation and some litigation about the matter. In June, however, the conflicting interests were united and harmonized, and the road, as projected by them, was to be one line to Harrisonville, and thence two; one by the way of Springfield, and one by way of Clinton. Work was begun on the Kansas City end July 15th, and continued until sometime in the winter, when the company called upon Jackson county for money, and got into a dispute with the authorities about the amount of work done.

Litigation, growing out of this dispute, stopped all further work until 1873, when the matter was adjusted, the company got the Jackson county bonds, and expended the proceeds thereof in grading on the road. When this was done, the road bed was finished for nearly one hundred miles south from the city; but owing to the depression of the money markets, resulting from the great panic that year, was not afterward able to negotiate its bonds, to purchase the iron and rolling stock. The company was finally forced into bankruptcy, and the road sold December 1, 1876, for \$1,100.

WATER-WORKS AGAIN.

The city continued to agitate the construction of water-works, as it still felt the need of a better supply of water. In April the City Council adopted an ordinance authorizing their construction by a company, and soon afterward a company of citizens was organized for that purpose. Colonel Coates was President of this company, and H. M. Holden, Esq., Secretary and Treasurer. A contract was let to Messrs. Locke & Walruff, to build the works, and it was expected that work would soon begin. Indeed, the terms of the ordinance under which the company was organized required that it should begin within six months. Nothing was done by the contractors, however, until the time had expired, and the charter was forfeited.

There continued much agitation of the matter. In the winter of 1872-3 an act was passed by the Missouri Legislature, authorizing the city to contract with a company for the purpose of building works, and in pursuance thereof, two different propositions were voted upon, and defeated by the people in the spring of

1873. In November of that year, a contract was entered into with the National Water-Works Company of New York, which was approved by the people; and that company, in 1874 and 1875, constructed the works, consisting of two reservoirs, two Holly engines, about sixteen miles of street main, and two hundred fire hydrants. By the terms of the contract, the city guaranteed to the company net earnings to the amount of \$56,000 annually, until that sum should be received from rents, after which the guaranty was to cease. In the winter of 1875 the company reported its works complete, and demanded that their rents for fire purposes and the guaranty should begin; but at this point there arose a dispute between the company and the city authorities, which was made use of for electioneering purposes that spring and the spring of 1876, and the matter was not adjusted for several years.

COAL.

In June, 1871, there arose much discussion about coal, and it was believed that coal could be found at Kansas City, since it had been discovered at Fort Scott and so many other adjacent places. A company was formed, and an appropriation made by the city, to be expended in prospecting. The money was expended in drilling a well in West Kansas City, but nothing resulted from it. The completion of the Fort Scott road, however, made it less of an object, as it begun to bring coal from Fort Scott and along the line, and it has since become a prominent article of commerce in Kansas City, from which the Missouri Valley is supplied.

THE EXPOSITION.

About the 4th of August the establishment of an Annual Industrial Exposition began to be agitated. The first mention of this subject was made by the *Bulletin* newspaper, in an editorial article written by Capt. D. H. Porter, then its editor. The other newspapers immediately took it up and urged the suggestion, and soon brought about a public sentiment in its favor which resulted in the organization of a company for an experimental exposition to be held that fall. Edward Fleischer, Esq., was engaged to superintend it and the work begun. Much interest was taken in it by the people and everything done that was deemed necessary. The buildings were erected, the arrangements completed, and the grounds opened October 16th. It continued six days and was a complete success, fully thirty thousand people having attended on one day—Thursday.

Immediately afterward a permanent association was organized, fair grounds in the southeastern part of the city were secured, and it became a permanent institution with annually increasing interest.

Col. Coates, who was elected President of the Association by which the experimental exposition was held, became President of the permanent organization, which position he has continued to fill. D. L. Hall, Esq., the first Secretary, continued in that position until 1880, when he resigned and was succeeded by J. Y. Leveridge, Esq.

THE LAW LIBRARY.

For several years there had been felt a great need of a law library. The rapid growth of the city had attracted hither a great many attorneys, many of whom were young men who had not yet accumulated libraries of their own. There had been enough agitation of the subject to attract attention abroad, so that about the 1st of September, Messrs. Banks & Bros., law-booksellers, of New York, informed some of the attorneys that they had recently been intrusted with the sale of the library of the Hon. A. C. Baldwin, of Michigan, which contained complete sets of reports of all the States and Territories in the Union down to 1870.

A meeting of the attorneys was immediately called, an association organized,

and the shares fixed at \$250 each. Fifty-four shares were immediately subscribed, some business men taking part to help the attorneys. The money was thus raised and the library purchased, the books being received here October 30th.

Since that time the association has added subsequent reports, and a set of English reports, making the Kansas City library, with perhaps one or two exceptions, the most complete in the United States.

The first officers of this association were John C. Gage, President; Wallace Pratt, Vice-President; John K. Cravens, Secretary; Henry N. Ess, Treasurer; and Col. A. A. Tomlinson, Judge Nelson Cobbs, Judge Warwick Hough, Judge F. M. Black, J. W. Jenkins, J. C. Gage, E. W. Kimball, Wallace Pratt and L. C. Slavens, Board of Directors.

THE CHICAGO FIRE.

About this time, that is about the 10th of October, occurred the great fire in Chicago, which so nearly destroyed that city, and turned out its hundreds of thousands of prosperous people without homes or means of subsistence. The mayor of that city made an appeal to the generosity of the public for aid to prevent the suffering and starvation that must otherwise follow so appalling a disaster. Among the cities of the United States, Kansas City was not least prompt in responding to this appeal. Mayor Warner immediately convened the council, and an appropriation of ten thousand dollars was made and immediately forwarded. About the same time a public meeting of the people was called, and a relief association organized, of which General W. H. Powell was president. This association held a succession of meetings, and appointed soliciting committees for each ward. It also established a storehouse for the reception of donations of food, money and clothing, and in the course of a few days had collected together several thousand dollars worth of money, food, clothing, etc., and promptly forwarded it to the sufferers.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.

The 1st of September the Chicago & Southwestern Railway was completed to Beverly, on the Kansas City, St. Joseph & Council Bluffs Railroad. It immediately became the property of the Chicago, Rock Island & Pacific Railroad, and until about the 1st of January, 1880, made its connections with Kansas City over the line of the Kansas City, St. Joseph & Council Bluffs road. At the time above mentioned, however, it made a contract with the Hannibal & St. Joseph Railroad by which it secured the right to use the tracks of that road from Cameron to Kansas City, since which it has run its trains through to Kansas City by that route.

THE EVENTS OF 1872.

In January, 1872, the name of the North Missouri Railroad was changed to St. Louis, Kansas City & Northern.

In January, 1872, the Board of Trade and Merchants Exchange having both become non-active, there was a movement among the business men for the formation of another commercial organization. This finally took shape January 16th, in a call for a meeting of the members of both the existing organizations at the court-house. After some preliminary discussion, it was determined to unite the two bodies, elect new officers and start anew. M. English, Esq., was chosen President *pro tem.*, General W. H. Powell, Vice-President, and I. N. Hicks, Secretary. Nineteen names were enrolled for the new organization.

The next day, a second meeting was held, at which rules were adopted and an election of officers held. Gen. Powell was elected President, Dr. F. B. Nofsinger, First Vice-President; J. A. Dewar, Second Vice-President; A. S. Haines,

Secretary, and Junius Chaffee, Treasurer. Mr. Haines finding it inconsistent with business interests to fill the position of secretary, soon afterward resigned, and D. Royce Drake was chosen in his place. At the annual election, January, 1873, Hon. H. J. Latshaw was elected President, A. D. Simons, Secretary, and Junius Chaffee, Treasurer. In June following, Mr. Simons resigned the office of secretary, and W. H. Miller was chosen in his stead, and by successive annual elections has continued to fill the office. At the next annual election, in 1874, Dr. F. B. Nofsinger was chosen President, and continued to act as such, by annual election, until 1878. At the annual election, 1875, Mr. Diveley was chosen Treasurer, in the place of Mr. Chaffee, and served one year. He, with Messrs. Nofsinger and Miller, were re-elected to their respective positions again in 1876, but soon afterward, May 9th, he went out of office on a re-organization of the board, Howard M. Holden being chosen to fill the place. The Board continued under this organization until May, 1876, and until that time it was only a voluntary association, the memberships continued for one year only, and were secured by paying such annual sum as was decided upon by the members attending the annual meetings.

THE ATCHISON, TOPEKA AND SANTA FE RAILROAD.

When the Atchison, Topeka & Santa Fe Railroad had been extended far into the Arkansas Valley and begun to share largely in the transportation of Texas cattle, it found that a large proportion of its business, about two thirds, originated at Kansas City, or was destined for that place. Hence it became desirous of securing a line of its own to the city. Accordingly some gentlemen in Topeka, in the spring of 1872, organized the Topeka and Lawrence Railroad Company, to build a line to Lawrence, and at the same time a company called the Kansas City, Lawrence and Topeka, was organized in Kansas City to build the line between Kansas City and Lawrence, Maj. L. K. Thacher, Col. R. H. Hunt, E. L. Martin, J. R. Bailis, and F. R. Long constituted this company. On the 12th of November the city voted \$100,000 to aid the company. No progress was made by this company that year.

THE KANSAS CITY AND EASTERN RAILROAD.

This important local line of railroad was inaugurated in the summer of 1872, under the name of the Kansas City, Wyandotte & Northeastern, and it was at first designed to run from Kansas City through Wyandotte and in a northwesterly direction to the Kansas and Nebraska State line. The company, however, failed to secure the requisite aid, and it was turned the other way, down the Missouri River. August 21, 1872, Kaw township, in which Kansas City is situated, voted it \$150,000 aid for the line to the northwest. It was soon found, however, that the requisite aid could not be obtained along the line in Kansas, and its course was changed as above stated, when, Oct. 15, 1872, Blue township, in Jackson county, voted bonds to it. The following March, 1873, the question of transferring the Kaw township bonds to the line westward from the city was submitted to the people, and authority for the transfer given. The contract was let on the first section, between Kansas City and Independence, in October, 1873, and work begun in December. That part of the line was finished in 1874, and in 1875 the balance of the line at Lexington was put under contract and completed in the spring of 1876. This road is the only narrow gauge road in Kansas City, and is very important as a local road and because of its reaching the great coal mines at Lexington.

BARGES ON THE MISSOURI RIVER.

The idea of navigating the Missouri River with barges was first proposed on the 23d of April, 1872, in an editorial article in the *Journal*, which was written by the then commercial editor. In his study of the commercial situation of Kan-

sas City, and of the means that might be adopted for its improvement, he hit upon this idea, and in the editorial article referred to, stated the situation and the ends to be attained by barges. The origin of the idea cannot be better shown than by copying the article entire. It was as follows:

"The business men of this community realize that the great need of Kansas City at the present time is a line of barges on the Missouri river. Quick transit by rail, and the uncertainty and difficulty of navigating the river during the latter part of the summer has rendered steamboating unprofitable, and nearly abolished it. We are compelled to receive and ship our freights by the various railroads, and although we are favorably situated in this regard, we cannot offer the inducements needed for the shipment of the products of the country around us to this market, nor to the merchants of neighboring towns to supply themselves here with what they want for their customers. Our advantages in freights east are not sufficient to render it entirely impossible to load grain on the cars in Kansas, Nebraska, Western Missouri and Western Iowa for the markets to which our grain is shipped; hence the smaller places in the district named, having access to our railroads, become collecting centers for the grain around them and ship it direct to eastern markets. The larger merchants in such places find themselves able to buy their stocks in eastern places and ship them direct to their establishment.

"A barge line will remove these conditions. By giving cheap freights for grain to St. Louis, it will compel the shipment of all the grain raised in the district named, to this city, to obtain the benefit of such freights. It will, also, reduce the cost of freights from the east here to such an extent as to bring down the prices of all kinds of manufactured articles, groceries, etc., in this market, and while our dealers will be able to realize their present profits they will also be able to sell goods at such figures as to successfully compete with all the world for the trade of this country. Thus it will be seen that scarcely any other enterprise could secure such benefits to our city.

"The establishment of a barge line will at once create the business necessary to make it profitable. There is no question about the feasibility of barge navigation of the Missouri, for in Europe many streams are thus navigated which are worse than the Missouri. The moment that it is known that a barge line will be established to this city, to begin on a certain date, there will be a movement of the products of the country to this city, attracted by its cheap freights, that will load every barge down the river. After harvest, the grain crop of Kansas, Nebraska, western Missouri and western Iowa will all come down here for the same reason, and during the fall will furnish a barge line all the business it can do.

"Return freights will be ample to load all up river barges. As it is, the quantity of goods that would be shipped to this city, of the class that a barge line would certainly handle, is such that it would afford a fair business. The reduction in freights would so reduce the prices of such goods in this market as to cause an immense increase of the trade, and thus naturally augment the amount of business that a barge line would have to do. In view of these facts there can be no doubt of the profit of the enterprise.

"It is stated that Capt. Eads has partly promised to put in such a line of barges soon, but it is too important an interest to take any chances. Our Board of Trade can do nothing more important at this juncture than to collect the material to show to Capt. Eads and others that it will certainly pay, and thus secure, beyond all question, its immediate establishment.

"In this enterprise, St. Louis has an interest as well as Kansas City, for while it gives us all the advantages of being a receiving and distributing depot, it will secure to St. Louis the passing of all our receipts through that city, and make it the market which our products will reach first on their way to the consumer. If St. Louis cannot derive a great benefit from these facts, she does not possess

the enterprise for which she receives credit. Further than this, it will cause the shipment to this place and to St. Louis, *via* this barge line, the products of a vast area of territory in Nebraska, Iowa and Kansas, which now finds their market in Chicago. In return, it will enable St. Louis and this city to supply the same area with merchandise, whereas it is now supplied by Chicago."

This article excited a deep interest among the merchants, and it was followed by several others that brought to view more in detail the benefits it was proposed thus to secure. The subject was taken up by the Board of Trade and referred to a standing committee on Internal Improvements, consisting of Col. James E. Marsh, Junius Chaffee, J. A. Dewar, Gen. W. H. Powell and E. R. Thelkeld. On the 29th of April this committee addressed a letter to Capt. Eads, of St. Louis, and one to Col. Octave Chanute, then superintendent of the Leavenworth, Lawrence & Galveston Railroad, with headquarters at Lawrence. On the 9th of May they reported a telegram from Capt. Eads, saying that he "was so constantly occupied that he could not promise a report, but would write a letter strongly urging the plan as soon as he had leisure." They reported also the following from Col. Chanute :

LEAVENWORTH, LAWRENCE & GALVESTON RAILROAD, }
SUPERINTENDENT'S OFFICE,
LAWRENCE, KANSAS, May 6, 1872. }

J. E. MARSH, J. CHAFFEE, J. A. DEWAR, W. H. POWELL, E. R. THRELKELD,
Committee of Board of Trade, Kansas City, Mo.:

GENTLEMEN—I find here upon my return after a short absence, your favor of the 29th ult., asking my opinion as to the feasibility and practicability of establishing a barge line on the Missouri River to St. Louis and New Orleans, with a view to handling grain, etc.

And first, let me say, that I concur most heartily and earnestly with the wisdom and opportuneness of the proposal. In my judgment, the country to the west, north and south of your city will be worth very little, unless some means be taken to cheapen the transportation of its products, to the existing markets, or new markets opened sufficient to absorb all its surplus; and the railroads which drain this territory are largely interested in bringing about such a consummation.

The business of the cities which border the great bend of the Missouri, has hitherto been confined to the distributing of manufactured goods and supplies, to the fast settling up country beyond them. These have been paid for with the money that the emigrants had brought with them, or that which had been disbursed by foreign capital that has been building our railroads. These supplies are nearly exhausted, and there must hereafter be exports of surplus products in exchange for the consumption of goods; industry must be directed into the most profitable channels, and a great change take place in the character of the leading business.

I confess I have not yet been able to see how the farmers of Kansas and Nebraska, would be able to compete successfully with those of Illinois and Missouri, in marketing to the eastward their bulkier products, such as corn, with the present methods and cost of transportation. They can, to be sure, concentrate their corn into cattle, or hogs or highwines, or starch, and so export them, but the profit will be less, and the return less immediate.

On the other hand, the railroads to the west and south of you are interested in taking the corn to market in its original shape, in order to secure as much tonnage as possible. For instance assuming a crop of forty bushels to the acre, it requires but seven and one-half acres of the tributary territory to load one railroad car, while with the usual allowance of two acres per head per annum, a car carries off the products of forty acres in the shape of twenty head of cattle; or allowing thirty bushels of corn required per head of hogs for fattening, and

one-fourth of an acre per head for range, a car will carry off the product of fifty acres in the shape of so many hogs.

Our experience in this country has thoroughly proved, that while railroads are admirably adapted to the gathering of the products of the land, over comparatively short distances, and the quick transportation of the more valuable and perishable commodities, over long distances, they cannot compete successfully with well organized water transportation, for the bulkier products in proportion to value, where time is not so essential. Even under the most favorable circumstances the cost of rail transportation is from two to six times as much as the cost of carrying by water.

Some years ago a Mr. J. McAlpine, then engineer for the State of New York, investigated the subject with much care, and arrived at the following results, as to the cost of various modes of transportation.

Ocean—long voyage, 1.50 mills per ton per mile.

Ocean—short voyage, 2 to 6 mills per ton per mile.

Lakes—long voyage, 2 mills per ton per mile.

Lakes—short voyage, 3 to 4 mills per ton per mile.

Rivers—Hudson and similar character, 2.5 mills per ton per mile.

Rivers—tributaries of Mississippi, 5 to 10 mills per ton per mile.

Erie Canal enlarged, 4 mills per ton per mile.

Railroads—favorable line and grades, 12.5 mills per ton per mile.

Railroads—steep grades, 15 to 20 mills per ton per mile.

It must be clearly understood and remembered that the above is the prime cost of the transportation, and that only with sufficient business to keep the lines thoroughly employed. The charges will vary with the rate of profit exacted, the risk attending the carrying, and the volume of business done.

At a convention held in Chicago in 1863, to promote the improvement of the existing methods of transporting the products of the west to the seaboard, which even then were felt to be inadequate, and to improve the navigation of the Illinois River, the following table was given of the cost and existing charges of forwarding the leading articles, from the mouth of the Missouri River:

STATEMENT SHOWING THE RATES OF TRANSPORTATION BETWEEN THE MISSISSIPPI RIVER AND NEW YORK IN 1862; ALSO THE COST WITH A COMMODIOUS WATER TRANSPORTATION.

FROM ALTON, ILLINOIS.	TO CHICAGO ILL. RIVER IMPROV'T.				TO BUFFALO BY LAKE.				TO ALBANY ERIE CANAL ENL'G'D				TO NEW YORK. HUDSON RIVER.				TOTAL.		Amount saved over 1 Summer Rate. 2 Winter Rate.		
	Cost per ton per Mile.		Charged per bushel.		Cost per ton per Mile.		Charged per bushel.		Cost per ton per Mile.		Charged per bushel.		Cost per ton per Mile.		Charged per bushel.		Cost.				
	Mills.	Miles.	Cts.	C.	M.	M.	Cts.	C.	M.	M.	Cts.	C.	M.	M.	Cts.	C.	C.	C.		C. 1	
Corn. . .	3½	320	3	14†	2	950	5	3	9.6	4	350½	3.9	.....	2½	151	1.0	13.3	13.2	36.8	23	6
Wheat ...	3½	320	3.2	15	2	950	5.7	10.6		4	350½	4.2	.....	2½	151	1.0	15.4	14.2	41.0	26	8
Flour, brls	3½	320	11.2	35	2	950	19.0	43.0		4	350½	14.	.....	2½	151	3.7	70.	47.9	148.0	100	
By Rail*.	Cts.	Dis.	Cts.	Cts.	Cts.	Dis.	Cts.	Cts.	Cts.	Dis.	Cts.	Cts.	Cts.	Dis.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts. 2
Corn. . .	1½	256	8.9	14	1½	513	17.9	27.5	1½	380	13.3	20	1½	144	5	7	47.6	69.4	56	2	
Wheat . .	1½	256	9.6	15	1½	513	19.2	29.5	1½	380	1.42	21.4	1½	144	5.4	8.5	48.4	74.4	60	2	
Flour . .	1½	256	32	50	1½	513	64.1	98½	1½	380	47.5	71½	1½	144	18	27.0	101.6	246.6	198	7	

*For six months, during the suspension of navigation, the cost is given by rail; but in the last column, from the amount charged is deducted the cost by water. †Amounts charged between Buffalo, N. Y., included in same column. ‡Existing rates by rail.

These calculations are based upon the assumption of a reasonable immunity from accidents, and the adoption of such a system as may be best fitted to the character of the stream it is proposed to navigate. If they are correct, the following would be the cost and charges upon a few of the leading articles, from and to St. Louis:

ESTIMATED COST AND CHARGES BARGE TRANSPORTATION OF MISSOURI.

DOWN STREAM.						
ARTICLES.	Distance Miles.	Rate Mills.	Cost Cents.	Insurance and Handling.	Assumed Profit.	Assumed Charges.
Present Charges.						
Corn per bushel	392	2.5	.02 $\frac{3}{4}$	$\frac{3}{4}$	.02 $\frac{1}{2}$	\$.06
Wheat per bushel	392	2.5	.03	.01	.03	.07
Flour per barrel	392	2.5	.10	.04	.08	.22
Beef per barrel	392	2.5	.16	.05	.19	.33
Hay per ron	392	2.5	.98	.12	.90	2.00
UP STREAM.						
Lumber M. F. B. M. . . .	392	5.0	\$2.44	.35	\$1.20	\$4.00
Iron and Nails per 1000 lbs.	392	5.0	.10	.03	.07	.20
Glass per 1000 lbs.	392	5.0	.10	.06	.08	.24
Salt per barrel	392	5.0	.29	.05	.12	.46
Anthracite per ton	392	5.0	1.96	.10	.04	3.00

But, it will be said, no such rates of profits and charges now prevail on the river, and the railroads have nearly driven off the steamboats. True, but this may perhaps be the fault, not of the river, but of the character of the boats now upon it, which, originally designed for a mixed passenger and freight traffic, have not yet had time to adapt themselves to an exclusively freight transportation, and to the altered condition of affairs, as to the class of goods to be carried. Their hulls are built for fast running, instead of capacity for carrying, their machinery uses fuel and steam in the most expensive way, and they carry large crews, who cost and waste enormously, and await in idleness the emergencies of the local traffic. A barge line properly designed must effect large savings under all three of the above heads.

I believe that if they understand their permanent interests aright, the existing railroads will favor the proposition to re-organize the river transportation, so as to reduce its cost to a minimum. They may thereby lose a little tonnage for a time, but their permanent interests are that the trans-Missouri country shall be settled and profitably farmed, and that the industry of the people shall be organized and directed in the best manner. No permanent prosperity for the railroads can be established at the expense of the country, its wealth and well-being must precede and form the basis for the success of its transportation lines. Already there is a preposterous amount of carrying back and to, and the road with which I am connected alone, has shipped to St. Louis, during the past season, many car loads of wheat, which it is now bringing back in the shape of flour at the rate of two or three cars a week.

It is a significant fact that no railroad in Illinois has as yet paid permanent

dividends, save those which terminate upon the great lakes. I might almost say that none but those which terminate in Chicago have achieved great success. I can think of no explanation for this fact, save that these alone have been enabled to avail of the cheap water transportation of the lakes, and carry forward the bulkier products of the soil to be emptied into the vessels.

In answer to the questions which you more particularly ask, I would say:

1st. "Can a barge line be successfully operated on the Missouri River from this city to St. Louis?"

I think decidedly yes, although I believe such is not the opinion of many men who have spent their lives in navigating the river. Much, very much, it seems to me, depends upon how the experiment is inaugurated, and the class of boats and barges which are first put on. A first failure often does more to retard or defeat a worthy project than any intrinsic difficulties in the undertaking.

2d. "What should be the character and cost of the vessels?"

As I have had no practical experience of the navigation of the Missouri River, my ideas on this point are necessarily somewhat theoretical and crude. I give them to you for what they are worth, but I would urge that before being adopted, and indeed before any of your plans are carried into execution, the whole should be submitted to the better judgment of old river captains and pilots, and such other experienced persons as are not prejudiced against the experiment.

The steamboat should, I think, have great surplus power, for use in time of flood against the stream. It should have no passenger accommodation, except for the smallest crew with which it would be safe to handle it. It should be low above the water, and expose as little surface as possible to the wind. The wheels I would put well aft, and I am by no means sure that a screw propeller would not be much the best, as giving a more useful application of the power, and avoiding all trouble from drift-wood. It ought to be supplied with powerful movable spar machinery, which could be transported at once to any barge which might get aground, and power transmitted to it through adjustable sheives and blocks preferably with wire ropes. The boat might also be provided with anchor beams, to hold it at once, should one of the barges get aground, or strike a snag, and the lashings between them should be so arranged that no harm would result to the remainder of the tow, in going down stream, when the force of the current would tend to cause it to swing around upon the damaged barge as a pivot.

I am not clear whether high or low pressure of steam would be preferable. I think the former, working steam at 120 to 160 pounds to the inch pressure, and arranged with a variable cut-off and expansion gear. I believe there would be an advantage in a high piston speed, and this could best be applied to a screw propeller. The steam chest and cylinders should be thoroughly jacketed and protected. I would burn coal exclusively; and to save time, have chutes provided at convenient points on the river, from which the coal, stored upon a slope, could run down by gravity upon the boat, on the removal of a tail board.

Such a boat as I have described, with capacity for towing six barges, carrying two hundred and fifty tons each, would probably cost about \$20,000 on a wooden hull, and about \$25,000 on an iron hull. The latter would probably be the best in the long run, but as mistakes might be made, requiring some changes in the construction, I believe I would begin with wood.

The barges should, I think, be of iron, divided into compartments by watertight bulkheads, and stiffened with internal bracing and ribs of wood. The latter I believe important to prevent distortions in case of strain or accident. The advantages of the iron may be briefly stated to be:

First, Comparative immunity from destruction and sinking by running over snags, etc.

Second, The damaging the cargo in none but the injured compartment.

Third, Facility for repairs.

Fourth, Greater durability ; the life of the barge being probably increased to thirty years, instead of six or seven, as now.

Fifth, Exemption from water-soaking, and decreasing carrying capacity.

Sixth, Greater value of the old materials when worn out.

These advantages would in my judgment more than counterbalance the increased cost of iron over wood and greater interest charge. So great do I consider them to be, that I would recommend that at first the company should be their own insurers, until their experience should settle what would be a reasonable rate of premium.

In order to divide up the load and permit the doubling up around any swift bend of the river, in times of flood, I believe a smaller class of barges than those in use on the Mississippi should be adopted. I am inclined to recommend that they be about 100 feet long and 24 to 26 feet beam, drawing not more than eighteen inches light, and carrying 250 tons on a draught of six feet, which would give about 130 tons on a draught of four feet. They should be "model barges" and not flat-bottom scows, in order to offer the least resistance in towing up stream, and in my estimate of cost, I have assumed them be built of one-fourth inch boiler plate. The decks and inner furring might be of wood and they must be arranged by all means so as to carry deck loads, protected by tarpaulins, in case of need : They must be arranged so as to carry grain in bulk, and to be easily loaded and unloaded by machinery. Success will depend greatly upon doing away with hand labor.

I estimate the cost to be about \$5,000 per barge, and would advise the beginning with six, with ample facilities for loading or unloading at either end, so as to detain the steamboat as little as possible.

The best manner of making up the tows would have to be ascertained by experience. Whether the barges should be abreast, or somewhat forward, or back of the tow boat, or a number of them grouped to occupy all these positions, I cannot tell. I would begin with two, then try four, and finally experiment with six, but, as already hinted, the lashings should be carefully considered, and so arranged that while they can be released instantly, they will be sure to do their duty when required for hard service.

The best mode of working the line would also have to be tested by experience. The experiment clearly will be made upon through freights, and in the interest perhaps of a single city, but if it succeeds each town bordering the river will have its own barge, which will be leisurely loaded during the week, to be upon a specified day taken in tow by the steamboat, which is to take it to market, there to be unloaded and reloaded by machinery and sent back with such commodities as the tributary country requires.

Partly with this in mind, and in order to meet the unforeseen contingencies sure to arise, the working capital should be made ample, and a good surplus provided. The estimate is as follows :

1 steam tow-boat, wooden hull.	\$20,000
6 iron barges at \$5,000.	30,000
Landings and machinery at termini.	5,000
Contingencies.	10,000
Working capital.	25,000
Total	<hr/> \$90,000

If we assume your city as an initial point, we find that it is but 100 miles further by water from New Orleans than Chicago is from New York, while you are nearer New Orleans than Alton is from New York. I take the following figures from Humphreys & Abbott's report on the Mississippi River :

Mouth of Kaw to St. Louis by river 392 miles
 St. Louis to New Orleans by river 1149 "

Total 1541 miles
 And by the above table :
 Chicago to Buffalo by lake 950 miles
 Buffalo to Albany by canal 350½ "
 Albany to New York by river 151 "
 Total 1451½ miles
 Difference 89½ miles

There remains, however, in addition against you, the great disadvantage of the effect of tropical climates upon certain cereals in transit, and these may require to be kiln-dried, to fit them for exportation. The southern local consumption, however, can perfectly well be supplied.

I regret that I have no data at hand, later than those for 1853, of the cost of ocean transportation from various ports; they were then as follows:

TABLE OF OCEAN CHARGES

FOR THREE YEARS PRECEDING 1853, FROM VARIOUS AMERICAN PORTS

FROM.	TO LIVERPOOL.			TO HAVRE.			TO HAVANA.			TO RIO JANEIRO.		
	Miles.	PER TON.		Miles.	PER TON.		Miles.	PER TON.		Miles.	PER TON.	
		Voy- age.	Per mile.		Voy- age.	Per mile.		Voy- age.	Per mile.		Voy- age.	Per mile.
			mills			mills			mills			mills
Quebec	2910	\$11 00	3.75	3130	..	1.67	1960	..	..	6010	..	..
Boston	3020	5 25	1.74	3000	\$5 00	1.67	1480	\$4 00	2.70	5310	\$4 00	0.75
New York	3150	5 00	1.60	3318	4 50	1.35	1250	3 00	2.40	5240	4 00	0.76
Philadelphia	3295	5 50	1.70	3385	5 00	1.47	1220	4 00	3.27	5000	5 00	1.00
Baltimore	3530	5 75	1.60	3620	6 00	1.65	1215	5 00	4.11	5000	6 00	1.20
Richmond	3395	6 00	1.70	3485	6 00	1.72	1170	5 50	4.70	5000	6 00	1.20
New Orleans.	4755	7 50	1.60	4845	7 50	1.54	595	4 00	6.72	6555	7 00	1.06

NOTE.—The rates of freight to Rio Janeiro are proportionately low, because the return freights are generally good.

As there is now a barge line in successful operation between St. Louis and New Orleans, I suppose it will be your purpose to connect with that, rather than to attempt for the present to extend as far as New Orleans, the rather as the successful navigation of the Missouri River, will probably require a somewhat different class of boats and barges than that of the Mississippi.

It will be noticed that in the table given by Mr. McAlpine, the cost of transportation on the Mississippi River, is stated to be three mills per ton per mile, and on its tributaries at five to ten mills per ton per mile. This I understand to be the prime cost, and it is undoubtedly high on account of the wasteful methods hitherto practiced on those rivers, and the considerable extra expense entailed by the accommodation of the passenger traffic on the same boats.

Without having investigated the subject as thoroughly as I could wish, and made as many calculations as I would have done had I fuller data at hand, I am inclined to estimate the prime cost of barge transportation on the Missouri River at one quarter ($\frac{1}{4}$) of a cent per ton per mile down stream, and about double, or one-half ($\frac{1}{2}$) a cent per ton a mile up stream.

It is very likely that even this would require to be enlarged in a short time, to insure the success of the undertaking. If it succeeds, as I believe it can, it will yield handsome returns upon many times the above investment.

Pardon me, gentlemen, for inflicting so long, and I greatly fear, so tiresome a letter upon you. It has been written hurriedly, using such materials as chanced

to be most convenient at hand, and has grown to its present great length in consequence of the great interest I take in any proposal to reduce the cost of taking to market the produce of our Kansas farmers, and the conviction that I entertain, that under the circumstances existing at present, they will find it difficult to make their operations profitable.

I am, very respectfully,

O. CHANUTE

Capt. Eads soon afterward wrote the promised letter, in which he took strong ground in favor of the feasibility of barge navigation on the Missouri, but urged that some improvement of the river would be necessary to insure its success.

Thus supported by the opinions of eminent engineers, the *Journal* continued its agitations of the enterprise, yet singular as it may now appear, met with the opposition of every other Kansas City paper and of the united St. Louis press, by whom the "old river captains" were quoted as ridiculing the idea. Undaunted, however, the *Journal* continued its agitation, though it was not able to bring about any movement looking to the realization of its idea until the following year.

THE CITY DIVIDED INTO SIX WARDS.

On the 20th of February, 1872, the Missouri Legislature so amended the charter of the city as to divide it into six wards. The first ward by this enactment embraced all that part of the city between the river and Ninth street and east of Walnut street; the second all that part of the city between the river and tenth street and between Walnut street on the east, and Lincoln and Bluff streets and a line from the junction of Bluff and Fifth streets north to the river. The third ward was all between Ninth and Fourteenth streets east of Walnut. The fourth ward was all south of Fourteenth street and east of Walnut. The fifth ward was all south of Tenth street and west of Walnut to Lincoln and Dripp streets. The sixth ward was all west of Dripp, Lincoln and Bluff streets, north to the river.

OTHER MATTERS.

The principal other matters that interested the city during the year 1872, were as follows: An effort was made early in the year, to induce the railroads centering here, to erect a union passenger depot. The building that was being used for that purpose was a small wooden structure, on the site of the present elegant building, which had been erected by the Hannibal & St. Joseph Railroad on its first entrance into the city. As an encouragement to the railroads, a proposition to exempt such a depot from taxation for fifteen years, was submitted to the people at the spring election, but it was unfortunately defeated.

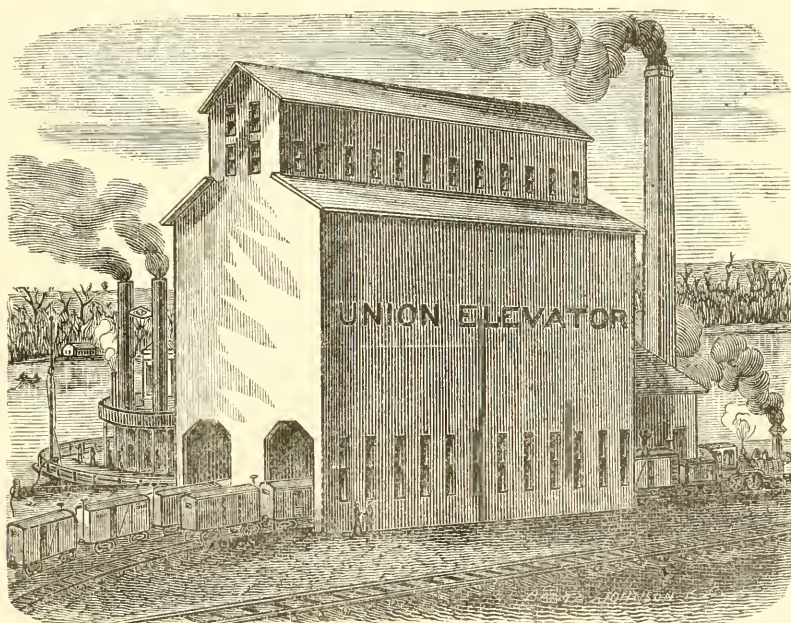
The city and the Board of Trade during this year were most interested in the adjustment of the difficulties which had arisen between the county authorities and the Memphis Railroad. At one time an effort was made to secure a transfer of the subscription of \$450,000 to the Louisiana Railroad, to the Toledo, Wabash & Western, which proposed that if sufficient aid was given it, that it would extend a line direct to this city, by the way of Moberly, Mo. An effort was also made to secure the building of a road between Ottawa, Kansas, and Emporia, and between Ottawa and Burlington. The former of these last two efforts was unsuccessful, but the latter finally succeeded, mainly through the efforts of W. H. Schofield, Esq., who was the president of the company. This road is now known as the Kansas City, Burlington & Santa Fe, and is operated in connection with the Kansas City, Lawrence & Southern Railroad.

CITY ADDITIONS.

The plotted part of the city was enlarged during the years covered by this chapter by the following additions:

April 4, 1870—J. C. Merine's Sub division.
 April 7, '70—Wm. Toms' Sub-division.
 April 8, '70—Munford & Fancher's Addition.
 July 9, '70—Balis' Addition.
 July 23, '70—Balis' Sub-division.
 August 18, '70—Matthew & Hill's Addition.
 September 10, '70—M. M. Evans' Addition.
 September 14, '70—Pratt's Addition.
 October 21, '70—Payne's Addition.
 November 2, '70—Jarboe's Addition.
 November 8, '70—German Building Association Sub-division.
 July 10, '71—M. M. Evans Resurvey
 March 21, '71—East Cottage Place Addition.
 May 2, '71—Quest's Addition.
 May 20, '71—John Meyers' Sub-division.

June 2, '71—Mulkey's Second Addition.
 October 4, '71—Tracy's Sub-division.
 October 24, '71—Jaudon's Addition.
 December 16, '71—M. J. Payne's Sub-division.
 January 4, '72—Prospect Place.
 February 3, '72—John Johnson's Sub-division.
 May 6, '72—Continuation of Smart's Third Addition.
 June 24, '72—Sub-division of Blocks in West Kansas Addition No. 1.
 July 13, '72—Union Place Addition.
 July 19, '72—Victorie's Addition.
 October 24, '72—Bouton Park Addition.
 November 9, '72—German Building Association Sub-division.
 November 25, '72—Campbell Block Sub division.



CHAPTER XIII.

THE PROGRESS OF 1873 TO 1876.

Street Railroads—Barge Line Agitation—The Panic of 1873—Efforts to get the Indian Territory Opened to Settlement—Efforts for Transportation Improvements—The Mail Delivery—The Securing of the Atchison, Topeka & Santa Fe and the Missouri, Kansas & Texas Railroads—How the Latter was Done—The Grasshopper Plague—The Revision of the City Charter—Efforts to Secure a Mint—The Re-organization of the Board of Trade and Erection of the Exchange Building.

But little real progress was made by Kansas City during the year 1873. The depression preceding the panic of that year had already begun to affect public enterprise throughout the country, and Kansas City suffered in common with all other places. The population by this time had increased, by the estimates of the Directory to 40,740, being but a few hundred more than in 1872. There was little improvement or building of any kind, and every movement looking to the advancement of existing enterprises or the addition of new ones felt the weight of the national depression. However, the spirit of the people was such that they still struggled to secure the improvements of a public nature that they felt the city most needed. There was much discussion of the water works matter, and in the early part of the year an attempt was made to form a company to build works. There was also an effort to secure the union of interest between the Kansas City, Wyandott & Northwestern Narrow Gauge Railroad, which had now been turned to the eastward toward Lexington, and the Keokuk & Kansas City Company, which was proposing to build a road to this city from Keokuk, but it failed. There was also an effort to inaugurate a railroad from Kansas City northward toward Chariton, Iowa. The importance of an extensive white lead manufactory was also much discussed and investigated by a committee of the Board of Trade.

STREET RAILROADS AGAIN.

Early in this year the Jackson County Horse Railroad Company was organized, and proposed to build a street railroad from the corner of Fourth and Main streets by Fourth street to Wyandotte street, thence to Fifth street, thence by Fifth and Bluff streets and Union Avenue and Mulberry, thence north to Ninth street, and thence by Ninth street to the State Line, to connect with a company that had been organized in Wyandotte. It proposed another line from the corner of Fourth and Main street by the way of Fourth and Walnut to Fifth, thence by Fifth to Grand avenue, thence to Independence avenue, thence to Forest avenue, and thence southward to Twelfth street.

About the same time there was organized the Union Depot Company. Its line was to run from the Exposition grounds on Twelfth street to Grand avenue, thence to Eleventh street, thence to Main street, thence to the junction of Main and Delaware, thence down Delaware to Fifth, and thence to Walnut. Another part of the line was to start from Sixth and Delaware, and run along Sixth to Broadway, thence to Fifth, thence down Bluff and Union avenues to the Kansas stock yards. Part of this line was built in 1873 and at the same time the western part of the Jackson county line, and in connection with it the Broadway line from Fifth to Twelfth street. The next year the depot line had some trouble of a financial character, and was sold, when it was bought in by the proprietors of the Jackson county line, and both roads were put under one management, and not long thereafter the Westport road passed into the same management. Since

the consolidation of the Jackson county and Depot lines, the latter name has been dropped and that part of the line on Sixth street abandoned and taken up. It is now operated as a double track road from Broadway to Hickory street, and the Delaware and Twelfth street, and Independence and Forest avenue part of the line is operated as a circuit.

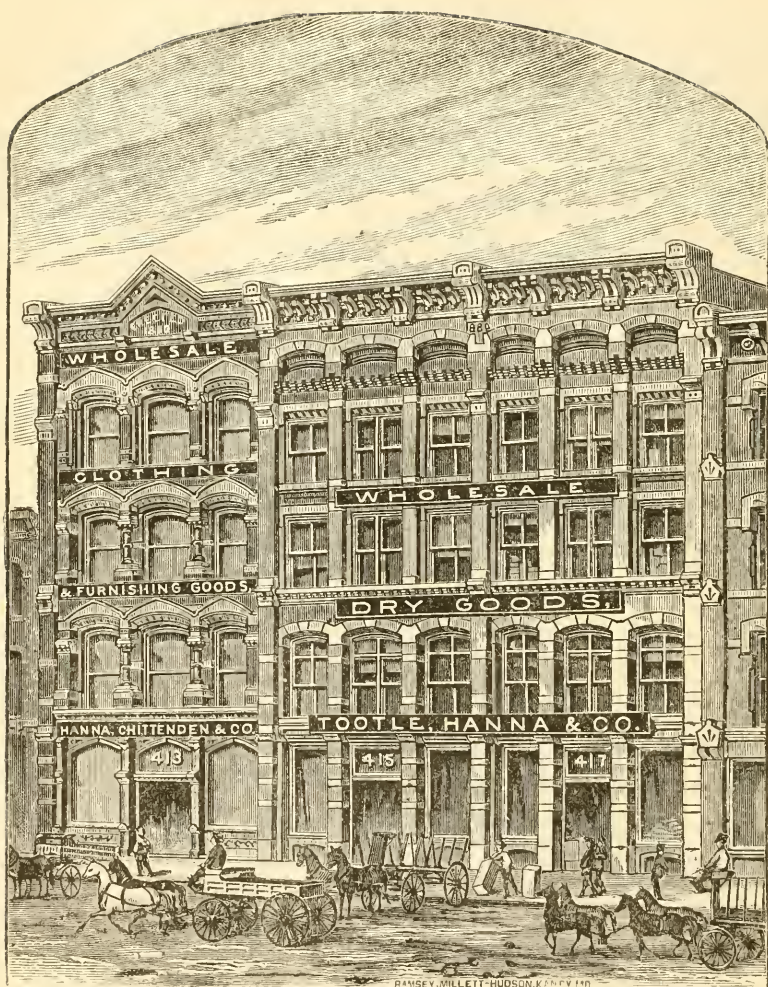
THE BARGE LINE AGITATION OF 1873.

With the beginning of the year 1873 there was a more determined effort made to secure the establishment of barge navigation of the Missouri River. It was proposed now to make an effort to have this matter tested practically, and to that end the Board of Trade appointed a committee to ascertain if barges could be had, and, if so, what guaranty would be required. This committee corresponded with the Mississippi Valley Transportation Company, of St. Louis, then the only party on the western rivers using barges, but got little satisfaction from them. However it was determined to raise a guarantee fund of five thousand dollars, and the money was subscribed.

While these events were transpiring the people of St. Louis were arranging for a convention of western Congressmen in that city, the object of which was to awaken a more general interest among them in the improvement of western rivers, and especially the Mississippi. This convention was held May 13th, and the Kansas City Board of Trade was invited to send delegates to attend it. The Board accordingly appointed as such delegates, Col. R. T. Van Horn, Col. James E. Marsh and Hon. H. J. Latshaw. Col. Van Horn could not attend and so appointed as his substitute the commercial editor of the *Journal*, of which he was editor. This gentleman had a personal acquaintance with Charles Davis, then editor of the St. Louis *Globe*, a new and very enterprising paper which as yet had no record on the question of Barge Navigation of the Missouri River. During the three days he remained in St. Louis, in attendance at the convention, he furnished Mr. Davis with three editorial articles on Barge Transportation on the Missouri from a St. Louis point of view, strongly favoring it as a St. Louis enterprise. The other St. Louis papers which the year before had ridiculed the idea, now indorsed it. The "Old River Captains" were quoted in its favor, and singular as it may seem the Kansas City papers which the year before had opposed it as chimerical republished all these articles from the *Globe* approvingly, and urged the movement already on foot to secure a practical test. Soon afterward the Board of Trade committee was able to make a contract with the Mississippi Valley Transportation Company, to make the trial trip on a guaranty of \$2,700. It was now a very unfavorable season of the year. There was little grain, which it was proposed to load the barges with, remaining in the country, and the water was getting low. By the time all these difficulties could be overcome, and a load of grain secured, it was found that proper insurance to protect the grain, could not be had and its owners would have to take the risk themselves. This led to an abandonment of the effort.

THE PANIC OF 1873.

Mention has been made in several places in this chapter of the financial panic of 1873. It is not necessary here to discuss the causes that led to that event further than to remark that it was the result of the inflated condition of prices which had prevailed since the war, and a most unwise contraction of the national currency by the action of the Secretary of the Treasury. It was precipitated in September by the failure of the banking house of Jay Cooke & Co., of Philadelphia, and immediately spread to all parts of the country, causing a sudden suspension of nearly every bank in the land, and the collapse of prices to an equality with the contracted volume of the currency. The banks in Kansas City suspended payment on the 25th of September, and for a time nearly stopped all



TOOTLE, HANNA & CO.'S WHOLESALE BUILDING, KANSAS CITY, MO.

business by the locking up of the funds of their customers. This action of the banks, however, was rendered necessary by the suspension of their correspondents east. At that season of the year the movement of currency was to the west, and for them to have continued would have resulted only in paying out what currency they had on hand, which would have been done in a day or two, when they would inevitably have gone into bankruptcy. The merchants held a meeting at the Board of Trade that day and adopted resolutions approving of the course taken by the banks, and pledging them their cordial support in whatever efforts they might adopt to remedy the difficulty. In a few days new accounts were opened by the banks with their customers, and new checks were paid from the new deposits, the banks promising to pay old deposits as speedily as possible. This arrangement was acquiesced in by the people, and soon business was resumed, though on a much restricted scale.

The First National Bank was at this time the one of chiefest interest to the people. At an annual election in the winter of 1872, Howard M. Holden, Esq., had been elected president, having previously been its efficient cashier. By his enterprise and liberal management he had advanced the bank to a leading position, and at this time it was the chief dependence of the live stock, packing, and grain interests, which were now considerable, as will be shown in succeeding chapters, for money with which to move the products of the country. It was accordingly determined by the stock-holders, who were all business men of Kansas City, to strengthen it, and to that end its capital was increased from \$250,000 to \$500,000.

The effect of this panic was to cause great depression in local improvements and town development, attended with a decrease of population, and the city did not recover from these effects until 1876; otherwise it was an advantage, for in the depression caused in the surrounding country it led merchants to trade here much more largely than they had done before. In their depressed situation they felt the importance of buying nearer home than they had been accustomed to do, so that they might not have to carry such large stocks, and so that they could turn their capital oftener. For the same reasons a closer market became desirable to country shippers of all kinds, which caused Kansas City markets to be more liberally patronized. The same causes affected banks, and after the panic a much larger number of the banks in the adjacent parts of the country, and some in Colorado and Texas, began to keep their deposits here. Hence the effect of the panic was to cause a development of trade and the markets, and make Kansas City much more of a financial center than she had ever been before.

OPENING OF THE INDIAN TERRITORY.

The depression which, it was evident from the first, would follow the panic, led the people to look about them for means of relief. One thing suggested was the opening of the Indian Territory to settlement, which would cause a large immigration, and create population for Kansas City to trade with. This was not a new idea at that time, having been embodied in a bill for that purpose, introduced into Congress in 1868, by Colonel Van Horn, while representing this district in that body; but it was revised at this time, hoping that the effort might now be attended with better success. To this end, the Board of Trade joined the National Board of Trade, and caused to be entered upon the official programme of that body, for discussion at a meeting to be held in Chicago, in October, the following resolution, which, it was hoped, might receive the sanction of the National Board, whose indorsement was relied upon, to give the proposition strength in Congress:

Whereas, It is the duty of the Government and people of the United States, to inaugurate and execute such a policy toward the Indian tribes, occupy-

ing the National Territory, as will most rapidly bring them under dominion, and usages of our laws and civilization. And

Whereas, Experience has shown that the Indian tribes may be assimilated to the prevailing civilization of the country, and be gradually brought to a recognition of the highest social and civil relations of life. And

Whereas, By the exclusive occupancy of the Indian Territory, under tribal laws, the hand of industry and the arts of civilized life have been excluded from a large area in the midst of the continent; an area rich in agricultural and mineral resources, with highly favorable climatic advantages; and whose exhaustless treasures need to be developed, to supply the surrounding and incoming white population now pressing into the southwest, and thus contribute to the prosperity of the whole country. And

Whereas, The enlightened and cultured among the tribes have indicated their unequivocal desire for the presence of our civilization in their midst, as a powerful ally in their struggle for a higher social and civil life. And

Whereas, The President of the United States, in a late annual message, invoked such legislation by Congress as will contribute to those high purposes. Therefore:

Resolved, That Congress be and is hereby respectfully memorialized to establish, without delay, a Territorial Government over the country known as the Indian Territory, bringing the people thereof under the laws and jurisdiction of the United States, on such an equitable basis as will secure—1st. A homestead to the head of each Indian family, the title to which cannot be alienated, for a designated term of years. 2nd. The sale of the remaining lands on such terms as will induce the rapid settlement and development of the Territory; the proceeds of said sales to be held or invested by the Government as a fund, the interest on which shall be distributed annually and equitably among the several tribes. 3rd. The establishment of free schools, to the end that the Indians may learn the arts and occupations of civilized life.

Col. James E. Marsh and Hon. H. J. Latshaw were selected as delegates of the Board of Trade to attend the meeting of the National Board in Chicago, and urge the adoption of these resolutions. It was not reached at that meeting, but was reached at an adjourned meeting held in Baltimore, in January, 1874, which was attended by Col. Marsh and Col. Van Horn, at which it was adopted and sent to Washington to be presented to Congress and urged upon the attention of that body. At the election in the fall of 1874 Hon. B. J. Franklin, of this city, was elected to represent this district in Congress, and as soon as he could, under the rules and usages of the house, he took up this subject and introduced a bill for the purpose indicated in this resolution, but with no better success than had attended the efforts of Col. Van Horn.

THE NEW WEST.

At a session of Congress in 1873, the Senate created a commission to inquire into the transportation facilities and needs of the country with a view, it was understood, of taking such action, looking to improvements as the country might need. Hon. William Windom, of Minnesota, was chairman of this commission. The people of Kansas City watched its movements with great interest, hoping for an opportunity to lay before it the needs of improvements in the country in which she was interested. Learning that the commission would hold a session in St. Louis, the Board of Trade appointed Col. Van Horn and Gen. W. H. Powell to attend it, and lay before it the needs of this country. These gentlemen prepared an address far that purpose which, on account of its able and accurate recital of existing facts, at that time, has great historical value now. It is, therefore, inserted here entire. It should be remarked that it was in this memorial

that the country tributary to Kansas City's trade was first styled the "New West."

THE NEW WEST—ITS RESOURCES, AGRICULTURAL INTERESTS, COMMERCE AND
TRANSPORTATION NEEDS.

BOARD OF TRADE ROOMS, }
KANSAS CITY, October 25, 1873. }

To Hon. William Windom, and Members of the Committee of the Senate of the United States :

GENTLEMEN:—The Board of Trade of Kansas City desire to represent to your committee the needs of the country comprehended by its commerce in marketing the products of its soil and receiving the merchandise consumed by it in exchange.

The country in question is new to the commerce of the Union—its importance dating from the close of the late civil war—its population in that time having increased at a moderate estimate one million in number.

It embraces Western Missouri, Western Iowa, Nebraska, Kansas, Colorado, the Indian Territory, Northwestern Texas and New Mexico—covering twelve degrees of latitude, sixteen degrees of longitude, and comprises an area of more than 600,000 square miles.

This vast district of country has but one navigable river—the Missouri—and its lines of commerce are thus exclusively by railway, except the limited margin on either side of that river.

The system of railway construction for this interior region—the geographical center of the United States and of the continent—is, so far as the great trunk lines are involved, very far advanced, and are concentrated at the mouth of the Kansas River, the nearest and most available point for all the country to the navigable waters of the Missouri River—as you will see by the map.

The agricultural portion of this part of the Union embraces the portions of Missouri and Iowa referred to, the States of Nebraska and Kansas, and the Indian Territory, and is of a more uniform character in quality and production than any equal area on the globe. The soil is of exceptional fertility, and the official report by the census of 1870 shows it to embrace the largest and most productive corn and winter wheat area in the world.

It also embraces the only natural pastoral region in North America, where, from time beyond the knowledge of this continent, have been subsisted the countless herds of aboriginal cattle, exceeding in number the domestic herds of the globe. These are now being supplanted by the cattle of civilization. The present season has brought together for market, at the several points in Kansas, on the feeding grounds of the Kansas City stock market, over \$7,000,000 worth of grass-fed cattle alone.

In addition to this, a careful computation from the crop statistics of the census of 1870 shows that for the year ending June of that year there was produced in this region 56,452,116 bushels of wheat; 631,353 bushels of rye; 89,236,854 bushels of corn; 24,367,214 bushels of oats; 1,429,946 bushels of barley; 1,856,138 tons of hay; 6,235,366 pounds of tobacco.

In live stock it produced: Of hogs, 2,566,185; cattle, other than exclusively grass-fed, 533,833; of grass-fed, 2,061,343; exclusive of the Indian Territory where there are large herds but from which there are no returns; of mules, 116,585; of sheep, 2,233,326; of horses, 835,833.

The value in soil products of the amount produced by these figures, at the current market rates paid at Kansas City this season, would amount to \$85,228,837. And the live stock, at a low average per head, are in value \$26,557,630—

Or, in the aggregate, this portion of the Union produced in 1870, from its soil alone, a wealth of more than \$128,000,000.

A country thus productive, and which has become so practically within seven years, and which has seen its three most productive years since the census figures were obtained, is, we most respectfully submit, entitled to be heard on a question so vital as that for which your committee was raised to inquire into and report upon—transportation.

And we approach this part of the subject with the statement—that, as compared with other portions of the Union affected by both the foreign and domestic markets, it is practically cut off from both, and in times of abundant crops its products do not admit of shipment with profit to the producer—only when prices are high, induced by failure of crops east of the Mississippi or in Europe, or both, can its grain be profitably transported to the Atlantic seaboard by present facilities.

From Kansas City, the converging point of the principal great trunk lines, to New York is by rail fourteen hundred miles, being nearer to that city than from any point of the Missouri River above the mouth of the Kansas, and for this reason taken as the standard of computation.

Taking the rate of transportation by rail, as we find it in the documents printed by Congress, to be twelve and a half mills per ton per mile, we find that the cost of a bushel of sixty pounds, from Kansas City to New York, would be fifty-two and a half cents—or eighty-seven and a half cents per one hundred pounds for all products.

This we may assume to be the rate by all rail, and for our corn and pork, which come into market after the close of navigation, rail transportation is our only dependence. As to corn, it is quoted the day on which this is written in New York at fifty-eight and a half to sixty cents per bushel—leaving to the farmer, the shipper and for all expenses of getting it in the car at Kansas City, a margin of six to eight cents. Is it strange that it is burned for fuel to save the destruction of timber? and cheaper than coal at cost of mining and delivery?

It is unnecessary to lengthen the argument by parallel illustrations as to other products, as this one affecting our great staple is sufficient—everything being governed by it.

NATURAL OUTLETS.

But these disabilities can be remedied. They are artificial, and result from causes which are susceptible of remedy—and which have been in great part removed by private and corporate enterprise.

And we are before your committee to-day because it is proposed to devise a general system of relief for the whole country, by opening up cheaper channels of transportation by the common fund of the nation. And because what is needed in this respect by us can only be done under national authority.

There are two outlets for the products we have referred to:

One by way of the Missouri and Mississippi Rivers.

One by the harbor at Galveston, Texas.

BY GALVESTON HARBOR.

We shall consider them in the reverse order in which they are mentioned.

From Kansas City to Galveston it is now eight hundred miles as the railroad are constructed, but which can be reduced within seven hundred miles—or just half the distance to New York. It is as to cost of transportation, as if Kansas City was removed east to Columbus, Ohio. The question as it addresses itself to us is:

“Why should Kansas City, and the country surrounding it, with its one hundred millions of annual production be compelled to seek the market through

Columbus, Ohio, any more than that Columbus should be compelled to seek her market by way of Kansas City?"

If the port of Galveston was made accessible for ocean going vessels, the wheat and corn of the Missouri Valley could seek the ocean at twenty-six and one-fourth cents per bushel, and pay the same rate it does to-day to New York at fifty-two and a half cents—adding a quarter of a dollar to the price of the 150,000,000 bushels of these crops, produced in 1870—or more than \$28,000,000 to the farmers of this New West every year.

Then the country embraced in this central portion of the nation would be, as to foreign markets, as favorably situated as the States of Indiana and Ohio, and our rich lands increased in corresponding value.

And why the national treasury should not improve this harbor equally with those of the lakes and Atlantic seaboard is, we submit, not a question for discussion. Its need is all that requires to be established. And this we feel our illustration and the facts recited most conclusively establish.

BY THE MISSISSIPPI.

The other outlet for the upper Missouri to the markets of the world is by the Missouri and Mississippi Rivers.

There are two questions to be considered in connection with this route:

The navigation of the Missouri River by barges, its seasons of low water and ice—and the low water and ice of the Mississippi River above the mouth of the Ohio.

And a connection by railway with the Mississippi at a point below ice, and at permanently deep water.

The cost of shipping grain, per bushel, from St. Louis to New Orleans may be fixed by present facilities, at a high stage of water, at eight to ten cents. It may be brought to a lower minimum, but we prefer to be within actual figures, as demonstrated in practical transportation.

At present, as the channel is in the Missouri, it would require lighter tonnage in vessels, and thus the cost be somewhat enhanced over the same distances in the Mississippi. We depend entirely upon conjecture when we put the cost from Kansas City to St. Louis, by barges, at about the same figures—or in all about 16 to 20 cents per bushel from Kansas City to New Orleans.

This would be a saving to ocean ports, over the present rates to New York, of 32½ cents for all grain for European demand, and of 22½ cents to New York itself, counting ten cents from New Orleans to New York.

We know, it is claimed, and we believe within the limits of practical demonstration, that these figures can be materially reduced, but we prefer to take what has been done, as it is ample to command consideration—leaving to the future and mutual enterprise to reduce the cost by both routes. The point we desire to enforce being the relative cost between the two—both being susceptible of farther cheapening.

The Missouri River has not been tested by being navigated by grain barges in tow of steamers, as has the Mississippi between St. Louis and New Orleans. It is believed by practical men that it can be so used successfully, and we have so considered it in estimating the cost of transportation. But frankness requires us to say that it has yet to be demonstrated.

But conceding that it is so, it is insufficient as an outlet for the products of the vast area of country dependent upon it. And for these reasons:

From August until the close of November is the low water season, when the channel contains but from three and a half to five feet of water. From the last week in November to the middle of March, navigation is suspended by ice. True, in some seasons the interruption from this cause is more brief, but there is no safety within that period, and even by steamboats, it is seldom attempted, until

the freezing season has entirely passed. And above the mouth of the Kansas River, the obstructions from ice is often some weeks later.

Thus the season of good navigation in the Missouri may be included from April to August—at its best after its annual rise in June.

Our corn crop is never ready for shipment until ice has closed the river, and our pork crop, made from it, necessarily so, as well as most of the beef—although a portion of this can go forward before ice is formed. The wheat, in part, may go before the close of navigation, but so far as the Missouri can be availed of, most of our products must lie in store until the opening of navigation in the spring.

The same obstacles await us between St. Louis and Cairo—both from low water in the autumn months and ice and low water during those of the winter.

The general result arrived at by these facts and figures is, that this central area of the country has a common interest with the whole Mississippi Valley, in the removal of obstructions to navigation in the channels of that river and its tributaries, and the removal of the barrier at its mouth, as the cheapest and most available outlet to the markets of the world.

But confined as we are to the one river, the main dependence for gathering the crops and concentrating the products of the agricultural lands for transport is, and for all time must be, upon the railway. And for fully one-half the year, we must use the railroad to reach the Mississippi; and to fully utilize that river, it must be reached by rail below the mouth of the Ohio, where an open channel and deep water can be found throughout the year.

THE MISSISSIPPI AT MEMPHIS.

Private enterprise has already fixed upon the point for this connection at Memphis, and the work of constructing a railroad from Kansas City to that city begun—the first hundred miles being well advanced, and the work going forward at this time. The importance of this connection, and the aid of your committee, and through you of Congress, will be seen from the considerations we present.

From the mouth of the Kansas River to St. Louis, by the Missouri, is 400 miles.

From St. Louis to Memphis, 450 miles.

From Memphis to New Orleans, 750 miles—or 1,600 miles in all, from Kansas City to New Orleans.

In the season when the Missouri is closed, it is by rail to St. Louis, 283 miles, and from St. Louis to Memphis, 319 miles; 602 miles by rail from the mouth of the Kansas to Memphis, where the permanently open river and deep water is reached.

By air line from Kansas City to Memphis it is 365 miles, and can be traversed by rail within 390 miles—in round numbers, 400 miles.

The upper Missouri Valley can thus reach the Mississippi River below ice, and at permanently deep water, by 200 miles less by rail transportation than as now employed by way of St. Louis.

By employing 107 miles longer rail transit than at present, 450 miles of river are saved, as against the route by St. Louis; and by employing 212 less miles of railway, the same point is reached by all rail, as now. And in both cases the only obstacles now existing are completely and entirely overcome.

This obtained, and uniform freights throughout the year are secured, or, if there is any difference, the winter freights will be lower than the summer, from the fact that the boats that are driven from the upper rivers by ice, will seek the lower Mississippi for winter employment, making tonnage more abundant than in the summer.

Then with the obstructions at the mouth of the Mississippi removed, or avoided, ocean steamers could land at Memphis just as freely as at New Orleans,

and grain be loaded direct from the elevators, and shipped either to New York, Philadelphia, Boston or to Europe; and the flour made from our winter wheat, equal to any in the Union, be shipped by the shortest route to the West Indian and South American markets.

It would practically place our grain port within four hundred miles of the mouth of the Kansas, and give us both for export and import the lowest rates, and uniform at all seasons.

Taking the same rates of charges on freight by river and rail, as we have used above, we could by this proposed route place grain in Memphis at 15 cents, in New Orleans at 20 cents, New York at 30 cents, and Liverpool at 35 cents per bushel—or even by rehandling at New Orleans in addition to Memphis, it would only make the cost of our grain at New York and Liverpool 35 and 40 respectively; or a saving over present rates to Europe of 36½ cents for every bushel of the grain of western Iowa, western Missouri, Kansas and Nebraska.

At this writing, grain from St. Louis costs 22½ cents per 100 lbs., or about 14 cents per bushel. To New Orleans by barge, 30 cents per 100 lbs., or 18 cents per bushel. By barge from Kansas City at corresponding rates to those now paid, grain at Memphis would cost 20 to 22 cents, and at New Orleans 24 to 26 cents per bushel.

But with railroad to Memphis to-day, we could save 5 to 7 cents at the rates now charged on the Mississippi River; and this saving would hold good *pro rata* on any reduction which improved facilities in transportation might give in the future.

It is thus demonstrated, not by presumptive figures and contingencies in the future, but upon actual prices, as paid to-day, that with railway connection between the Missouri River and the Mississippi—at the mouth of the Kansas and at Memphis—the surplus of our annual product of 146,000,000 bushels of grain can find its cheapest and most available outlet to market.

There is another element in this proposed route to which we have not alluded—that of time.

The Missouri river, down stream, is not safe for navigation by night, and has never been used by steamers descending the river—the practice always, and made imperative by the rules of the underwriters, being to land and remain at moorings during the darkness. It would require from three to four days for a fleet of barges from Kansas City to reach St. Louis, and longer in proportion to distance from all points above; while changing cargo at St. Louis and thence to Memphis, would require eight to ten days' time for our grain to reach that point.

Cars could be loaded at any point on the railroads of the upper Missouri, or from the elevators at Kansas City and unloaded into vessels or elevators at Memphis in from thirty-six to forty hours, thus adding largely to the profit of shipment—saving a week in time and the high rates of insurance above the mouth of the Ohio and in the Missouri River.

There is but one more proposition in this connection to discuss, and that is the point on the Missouri River at which the railroad connecting with the Mississippi should commence. We have assumed it to be at the mouth of the Kansas River—and for the reasons.

That is the nearest and most available point for the country in question to reach navigation, as an examination of the map demonstrates:

It has been so recognized by becoming the converging point for the great trunk lines of railway already built and in operation—being to-day the commercial center of all the country embraced in this memorial.

The Missouri River, below the Kansas, is open for navigation later in the autumn and earlier in the spring, making a month's difference in navigation, in some seasons, over points above, and having a larger volume of water, is safer for river craft and heavier tonnage than above the mouth of the Kansas.

And it is the nearest point at which the Missouri River can be reached for all the country west and north—the distance being increased from either above or below, as the map will demonstrate.

And because the construction of this important work has already been commenced, and over one million of dollars expended upon it.

We have thus briefly laid before you the leading facts in regard to the important portion of the common territory of the Union, with which we are bound up in common interests and in common destiny.

We have shown that it produces nearly one hundred and fifty millions of bushels of grain annually.

We have demonstrated that as a meat and wool-producing region it surpasses any other portions of the United States—and that as yet it is in the infancy of its development in this respect.

We have not averted to its wealth in iron, coal and lead—for the disabilities under which its agricultural labors are immediate and pressing—but in all these mineral resources it is equal to any portion of the Union.

We have shown that by distance and other obstacles it is practically cut off from the markets of our own nation and the world.

We have shown how by two natural and near outlets it can be placed, as to markets, on a footing with the most favored interior districts of the Union.

And we claim that if so favored, and its products allowed to reach a market, that the effect will be not only beneficial to its own people, but will open up to the industrial masses of other portions an abundant and cheap supply of all the staple elements of food, both now and in increasing volume for all time to come.

The relief then asked by this portion of the people of the United States may be briefly stated:

1. The improvement of the harbor at Galveston, so as to allow of ocean going vessels to land at the wharves of that city.
2. The removal or avoidance of the obstruction at the mouths of the Mississippi.
3. To aid in securing a connection with permanent deep water and permanent freedom from ice with the Mississippi, as indicated, by railway from the mouth of the Kansas River to Memphis.

The two first come under the general power of Congress, touching river and harbor improvement.

As to the latter, we can see no difference between connecting commercial points by rail and by canal. And we are thoroughly convinced that in all the projects submitted to you for the better accommodation of the different portions of the Union, there has been no one proposed conferring so large benefit upon such important interests and so large an area of country, that can be afforded at so small a cost to the National Treasury as this.

Were it within the scope of this memorial, or within the purposes for which your committee has been raised, we could demonstrate that what we ask, to thus connect us with the Mississippi, can be fully accomplished, and that speedily, without the expenditure of a dollar in money by the General Government.

And upon a favorable consideration of the matters herein presented, and its recognition by your committee as deserving the attention and consideration of Congress, the method by which it can be thus accomplished will be laid before that body through your committee.

R. T. VAN HORN,
W. H. POWELL,
On behalf of the Board of Trade.

FREE MAIL DELIVERY.

The only other movement of importance undertaken by the people of Kansas City during the year 1873 was to secure a free delivery of mail matter in the city. Congress, on the 3d of March of that year, had enacted that this should be done in cities that in 1870 had a population of over 20,000. On the 17th of May the Board of Trade memorialized the Postmaster General to establish a general free delivery in Kansas City, and by means of this memorial and other efforts, it was secured and put into effect on the 1st day of July, the number of carriers then employed being eight.

THE WATER-WORKS.

The subject of water-works presented itself again early in 1873, and the Legislature was induced to pass a bill specially authorizing Kansas City to make a contract for the construction of water-works. This bill was passed March 24th, and was regarded as having conferred upon Kansas City such powers as would enable her to offer acceptable terms to some party of capitalists. The National Water-Works Company, of New York, soon became an applicant for the contract, and on the 27th of October, after the matter had been much discussed, the city council adopted an ordinance which became a contract between the city and the National Water-Works Company. The company began the work early in 1874 and completed them in 1875.

ENLARGEMENT OF LIMITS—REDIVISION.

On the 3d of March the Legislature adopted amendments to the charter of the city, whereby its boundaries were enlarged. The limits fixed in this charter were as follows: Beginning at the river at the intersection of the State line, thence running southward along the State line to Twenty-second street; thence east along the half section line dividing sections seven, eight, nine, to Woodland avenue; thence north by Woodland avenue to Independence avenue; thence west to the half section line dividing section thirty-three, and thence north to the river. This is the present limits.

At the same time the city wards were re-established. The First ward was made to include all that part of the city east of Main street and north of Independence avenue; the Second all that part east of Main street between Independence avenue and Thirteenth street east to Campbell street, and from thence to the east limits, all between Independence avenue and Twelfth street; the Third, all east of Main street and south of Thirteenth, and of Twelfth street east of Campbell, to Twentieth street, and from thence all east of the quarter section line which runs along the alley between Main street and Baltimore avenue; the Fourth ward lay west of the Third, and extended to the city limits on the south, and to the State line on the west, and its northern boundary was Thirteenth street from Main west to Summit street, then Mulkey west to Dripp street, and Twelfth street from Dripp to the State line; the Fifth ward was all north of Fourth and west of Main street to Penn street and a line in continuation of Penn street from Fifth street to the river; and the Sixth ward was all west of the Fifth and north of the Fourth.

EVENTS OF 1874.

In the spring of 1874 the Topeka, Lawrence & Kansas City Railway Company, heretofore mentioned as organized at Topeka in 1872, for the purpose of building a road to Kansas City, gave way to a new company called the Kansas Midland Railway Company, of which a number of the officers of the A., T. & S. F. were members, and by August the road was built to Lawrence.

In October the Kansas City company contracted with the Midland company to build the Kansas City end of the line, and it was completed in the following

December. Previous to this, in August, the Atchison, Topeka & Santa Fe company began to run its trains to Kansas City by the way of the Midland to Lawrence, thence over the Lawrence & Pleasant Hill Railroad, which was built in 1872, to Olathe, and thence over the Missouri River, Fort Scott & Gulf to this city.

THE M., K. & T. RAILROAD AND GALVESTON TRADE.

The same week in August that the Atchison, Topeka & Santa Fe Railroad began to run its trains to Kansas City, the Missouri, Kansas & Texas Railroad began to run its trains here also. This came about in this way: This road had been completed to Denison, Texas, the winter previous, where it made connection with the Texas Central for Galveston. Kansas City availed itself of this fact to make an effort, now that it had such connections with Galveston, to realize the old dream of 1856, to effect an outlet by that port to the markets of the world.

In May, 1874, Dr. Edward Dunscomb presented the subject to the Board of Trade, which, together with the city press, took it up. In the latter part of that month the Board of Trade sent a delegation to Galveston to investigate the situation. They were received with many manifestations of pleasure by the people and commercial organizations of Galveston. This delegation consisted of Dr. Edward Dunscomb, Vice-President of the Board of Trade, Col. Jas. E. Marsh, Col. R. T. Van Horn, Dr. M. Munford, T. J. Bigger, A. C. Dyas, B. A. Feineman, M. Dively and Maj. G. W. Branham. These gentlemen left Kansas City, May 12, and after about a week's absence returned and submitted to the Board of Trade the following report:

To the Board of Trade:

GENTLEMEN: Your committee appointed to visit the cities of Galveston and Houston, in Texas, and such other points and parties as might be necessary to the object in view—direct trade with the Gulf of Mexico and the export of the grain of this region of the West—have performed that duty, and beg leave to report what has been accomplished.

The committee left Kansas City on Tuesday evening, May 12th, at 5:15 p. m., and arrived at the city of Galveston on Thursday, at three p. m.—forty-six hours—two of which were consumed in Fort Scott—making the actual running time forty-four hours between the two cities.

The committee was most cordially and hospitably received by the city authorities and the commercial interests of Galveston, which was during our stay, incessant and uninterrupted—every facility on land and water was afforded in furthering the objects of our visit—and we can say in brief, that our stay was made as pleasant as profitable, and crowned by a hospitality and friendly co-operation that admits of no qualification—and for which your committee and your board can not be too grateful—and has incurred an obligation which we trust the future will soon enable us to reciprocate.

In the city of Houston we were met in the same open-handed and generous manner. The mayor, the city authorities, the merchants, the manufacturers, the navigation interests—all met us with a hearty hospitality, and an active sympathy with the purpose of our visit, that supplemented in every particular and to the fullest extent the reception given us by their sister city.

The Houston and Texas Central Railroad, through their superintendent, Gen. J. Durand, met us at the line of the State, and tendered us the privileges of their various lines during our stay, which enabled us to visit the capital of the State, and see the most thriving portions of Texas. We desire to acknowledge, in this formal manner, our obligations to this road for courtesies in all respects and at all times, and which largely contributed to the purposes of our visit.

Our thanks are also due to the Missouri, Kansas and Texas road, through

Col. R. S. Stevens, general manager, and the Missouri River, Fort Scott & Gulf Railroad, through Maj. B. S. Henning, superintendent, for like favors and courtesies.

THE RESULTS OF OUR VISIT.

The object in view, for which the committee was raised was—direct trade with the Gulf, and particularly the shipment of grain from Kansas City and the Missouri Valley.

We can only say that in this direction we have been successful, beyond our expectation and beyond what we had a right to expect.

The merchants of Galveston, the ship owners, the shipping agents, the capitalists, the harbor interests—all met us with every assurance that could be desired—low rates of freightage, facilities for transferring grain from cars to ships, adequate to fully test the capabilities of the route, and ample capital to handle all that may be sent. The facilities at Galveston now existing afford the means necessary to a full test of the advantages offered by that port. The cars run within a few feet of the ships at the wharf, and in all cases are at a higher elevation than the decks of the ships, thus unloading by gravity, and rendering all cartage, or carrying by stevedores, or lighterage unnecessary.

It will require at the beginning, or in the first shipments, some care in timing the shipments, so that delay may not take place in transferring from cars to steamers and ships, until the facilities for a large and constant grain trade are provided.

In calculating the practicability of handling our grain with profit, we laid before the merchants of Galveston the present rates from Kansas City to New York, Baltimore and New Orleans, the distances by rail and by water, with all the facts and elements involved in the various routes. And taking rates for distance, they unhesitatingly announced not only their willingness but their ability to handle our grain profitably. And as an earnest of their feeling in the matter, two orders were given, for a cargo each, to members of your committee to be forwarded at any time.

At Houston we were met in the same spirit. The water route from Houston to the waters of the bay of Galveston is by Buffalo bayou and the San Jacinto River, which is now navigable for boats of the class of our Missouri River steamers, and from some six miles below the city has ample water to the bay, at which point there is nearly completed a ship canal to the outer bar of Galveston harbor—thus, when completed, making a water route of the depth of the bar from the City of Houston.

As all freight for the gulf must go to Houston, the advantages of this open channel must be apparent at a glance—as it gives competition at once, and a choice of routes, as well as of increased facilities for the rapid transit and speedy shipment of grain that may be sent forward. Not only this, but it will aid in stimulating effort, and be the means of an earlier development of the trade in question than probable with but a single port and a single route to it.

Your committee are pleased to say that they found both at Galveston and Houston, only a spirit of emulation as to which should do most to inaugurate this important trade—the rivalry being that of enterprising men intent upon the general good to their respective cities and of Texas, and not a local jealousy that is too often found in similar situations—a broad and generous policy which the committee cannot but commend to our people and our neighbors.

And lastly to crown all these favorable conditions and prospects, we were met by the controlling authorities of the Central Railroad with a spirit of fairness and enlightened policy that makes all that had heretofore promised so much, an assured fact.

The Houston and Texas Central road controls three hundred and forty-one

miles of the eight hundred between this city and the Gulf—from Red River to Houston—and without its co-operation the difficulties would be insurmountable. They had studied the situation well and thoroughly, as we found when the conference was held with your committee, and they summed up the whole question, when Vice-President Baker closed his remarks with the declaration—"We will make a rate that will compel the shipment of your grain to the Gulf." This declaration was made with full reference to existing rates to other seaports, and designed to cover the whole case.

Of necessity, no rates specific at this time could be given or asked, as a conference of the Central with connecting lines will be necessary, not only to establish through rates, but the other details necessary for the working of all lines over which the traffic is to pass, both for out-going and in-coming transportation. But so far as the lines in the State of Texas are concerned, we are warranted in saying that all obstacles are already overcome—and business may commence at once.

It does not come within the purpose for which the committee was raised, to go beyond the simple question of grain transportation and export—nor is it necessary to enlarge upon the general advantages and commerce to flow from the successful opening of such trade. We need only advert to that question and say that at Galveston, at Houston, at Austin, and from merchants and business men from all portions of that Empire State, which we met at the State fair, we found the liveliest interest in the establishment of a more direct and intimate commercial relations with Kansas City, and could have spent a month in travel and intercourse with her cities and towns had we accepted half the invitations pressed upon us.

This is a suggestive fact to our people. There is really no conflict in productions of Texas and the Missouri Valley. They want what we produce and we need what they grow—it is an exchange of commodities that await both, not a competition in products. And we being nearer to them than any country of similar production, can sell them cheaper than they can obtain elsewhere, and they being nearer to us than any seaport, can supply us at the minimum cost. And the day is not far distant when Texas will furnish from her own soil all the sugar needed in the Kansas City market.

In conclusion, your committee do not deem it foreign to the subject to advert to the early policy of Kansas City in the direction of trade direct with the Gulf of Mexico. As early as 1857, a railroad charter was obtained for that purpose, out of which has grown the Cameron road, the bridge and the Fort Scott & Gulf road. In 1865, a like committee, on the part of the city, was mainly instrumental in securing, at the great Indian council at Fort Smith, a treaty concession for a road across the Indian Territory, upon which the Missouri, Kansas & Texas road was constructed—now happily at last a Kansas City road. Many were the obstacles from the beginning that have intervened, but practical courage and persistence have at last won the great object, the consummation of which may date from this day; and, though the struggle was long and trying, yet the results achieved are worth it all, and Kansas City may now look forward to a future that will repay discounting a hundred per cent beyond any of her achievements in the past!

Congratulating your board, the people of our city and the entire Missouri valley, upon the auspicious beginning of a new era in their prosperity, your committee ask to be discharged.

R. T. VAN HORN,
J. E. MARSH,
EDWARD DUNSCOMB,
On behalf of the Delegation."

In July following, a large delegation from Houston and Galveston made a

return visit to Kansas City, where they were banqueted and then taken to Colorado and back by our citizens. The result of this interchange of visits was that the business men of Houston and Galveston united with those of Kansas City in an effort to bring about an arrangement between the Fort Scott and M., K. & T. R. R. and the Texas Central Railroad, by which there might be an interchange of business between the people of Kansas City and those of Texas, and by which Galveston might be made a seaport for all the New West. It was through the success of these efforts that the trains of the M., K. & T. R. R. came to be first operated to this city—the same week in August that the Atchison, Topeka & Santa Fe was completed here. For several years afterward there was a continuation of the effort on the part of both the people of Kansas City and of the Texas cities, to secure modifications of the railroad arrangement which would facilitate business; and, though much success attended these efforts, there were difficulties in the way of complete immediate success that the cities and the railroads could not at once overcome. There were business connections established, however, during these visits, that have continued and increased until there is a fair share of the Texas trade enjoyed by Kansas City.

The infection of this movement was caught by the up river towns, and in January, 1875, Kansas City was visited by a delegation from Omaha, Council Bluffs, Plattsmouth, Nebraska City and St. Joseph, who were on their way to Texas, to seek an opening of trade relations with the people of that State, and to give additional strength to the movement already initiated by Kansas City. They were warmly received and sent on their way with words of encouragement. While here they united with the people of Kansas City, through the Board of Trade, in a memorial to Congress praying for the opening of the Indian Territory.

THE GRASSHOPPER INVASION.

The invasion of Kansas, Nebraska, Colorado and Western Missouri, by the grasshoppers; or more properly speaking, the Rocky Mountain Locusts, in 1874, occurred in the month of August; and was fraught with great disaster to the agricultural interests of those States and to the trade of Kansas City. The locusts came in immense clouds and literally covered the territory mentioned. Their first appearance was generally at a great altitude, flying from the northwest to the southeast, and their appearance was that of a snow storm. Sometimes they were so numerous as to darken the sunlight. They settled gradually to the ground, when their voracity soon made itself apparent; whole fields of green corn being destroyed in a single day. Nothing escaped them; there appeared to be nothing they would not eat; at least there was nothing that they did not eat; and in their progress they left the country nearly as bare of vegetation as if it had been scorched by fire. By the time they reached the Missouri River section, vegetation, at least the crops, was too far advanced for them to do material harm, but on the frontiers, where they appeared earlier, and where the new settlers' dependence was a crop of sod corn, necessarily late and immature, their destruction was great and caused much suffering during the following winter. They matured sufficiently to begin to deposit their eggs when about fifty miles west of Kansas City, and continued until they had advanced to about fifty miles east of it. Hence, in the spring of the year 1875, a new crop was hatched to infest the country, and they proved no less voracious than their progenitors of the year before. A district about a hundred miles wide extending southward from Kansas City a hundred miles and northward to the British possessions, was kept as bare of vegetation as midwinter until June of 1875, when the young brood suddenly took wing and disappeared as mysteriously as their progenitors had appeared, going in a northwesterly direction. The effect of all this was to cost the larger part of the country united by them the bulk of a year's crop, part of it in the

fall of 1874, and part in the spring of 1875. Such disaster could not but affect detrimentally the business of Kansas City.

Early in the winter of 1874-5 it was ascertained that there was great suffering among the people of western Kansas from this cause, and organized efforts for relief began to be made. The east was appealed to and responded liberally. Kansas City organized a local association in January, which collected and forwarded such aid as our people could give.

Disastrous as this calamity was to the people of Kansas and to the trade of Kansas City, it had its compensation for Kansas City, in the development it gave to her infant grain market. The loss of Kansas crops in the fall of 1874, made it necessary for the people of that State to import grain from Iowa and Missouri in the spring of 1875. This opened a profitable field for business in Kansas City, and enlisted men in the grain trade who probably would not otherwise have put money into that line of business. The result was that the men and the money to make an excellent little grain market in Kansas City became interested in the spring of 1875, and as the crops of Kansas for that year promised more than usual abundance by the time this importing trade ceased, they continued in it, to handle the exported product in the fall. This circumstance, disastrous as it was, put the grain market of Kansas City on its feet, and secured it that definite organization which only years of labor could otherwise have attained.

THE EVENTS OF 1875.

The year 1875 was not fruitful of new enterprises. With the shadow of the panic of 1873 still resting upon trade, and the depression resulting from the grasshopper plague of 1874 and 1875, there was a tendency, on the part of the people, to await the revival of times and the growth of new crops.

A REVISION OF THE CITY CHARTER.

In the depressed state of affairs resulting from the panic of 1873 to the beginning of the year 1875, city taxes were collected with difficulty, and it was found difficult by the city officers to pay the interest on her bonded debt, small as it was, and preserve her credit. The First National Bank and the Mastin Bank had tided the city over to this time, by taking and holding its paper; but the load began to be too heavy for them. Accordingly, in January, the officers of those two institutions prepared and sent to the Legislature, a draft of amendments to the charter, which would provide for a more economical and business like administration of city finances. As soon as this bill was introduced into the Legislature the people took alarm. There was, at this time, trouble brewing between the city and the Water Company, in which the Mastins were interested. The people feared some scheme in the proposed bill that would give the Water Company the advantage, and hence became very much excited. A copy of the bill was sent for, a public meeting was called, and it was examined and condemned. The meeting then appointed a committee of thirteen, of which Major William Warner was chairman, to prepare a revision of the whole charter. This was done, and it was sent to Hon. S. P. Twiss, then representing Kansas City in the Legislature, by whom it was introduced into the House of Representatives. This bill, after a most memorable contest, in which the dominant party of the State took sides against the people of Kansas City, finally became a law, and is our present excellent charter. Its definition of city limits and division of the city into wards are the same as now exist. Among its other provisions, it forbids the city to create any debt, and will not allow the Council to appropriate, or the Auditor to issue a warrant for, any money, until the cash is in the treasury, to meet it; and it provided for the debt by setting apart a sufficient part of the revenues of the city to pay our interest, and most of the bonds as they mature.

About the same time this charter was adopted—that is March 27, 1875,—an

act was passed by the Legislature creating a metropolitan police for Kansas City, which has since prevailed, with Thos. M. Speers as chief.

THE MINT AND SMELTING WORKS.

In the spring of 1875 Dr. Linderman, director of the United States Mints, was authorized to locate a branch mint in the Mississippi valley. Kansas City at once entered the list with Chicago, St. Louis, Cincinnati and other places as competitor for it. Preparations were made to receive and entertain Dr. Linderman on his visit to the west, and a statement of Kansas City's advantages for such an establishment were prepared and forwarded to him. He was received here in September, and all the information given him that he required. At a subsequent period, February 1st, 1876, the Board of Trade sent an offer to the Secretary of the Treasury to donate building and grounds for the mint, but still it was not secured.

In connection with this affair it appeared that one of the difficulties in the way of Kansas City was her lack of smelting works, for which it was believed her ready command of Colorado ores peculiarly adapted her. This caused an effort to supply that defect, but it was not successful at that time.

OTHER EVENTS.

Besides a protest against the settlement of the Sioux Indians in the Indian Territory; some fostering of the Narrow Gauge Railroad to Lexington; some efforts to secure alterations in railroad freight tariffs, and a few other matters of less consequence, there were no other other public movements during the year. The water works were completed and put into operation this year, as was also the Washington Street Horse Railroad. This latter was built and is owned by Messrs. Thomas and Bernard Corrigan. This is a double track road, and extends from Main and Sixth streets along Sixth to Washington street, thence to Lykins street, thence to Catherine street, and thence to Seventeenth street.

In July, 1875, the Kansas Rolling Mills were established at Rosedale, four miles from the city. They have since been enlarged, and now do a business of about two hundred tons a day, and employ seven hundred men.

On the 2d of December, the Kansas City Academy of Science was organized with a fair membership. The society has continued annually to increase in interest and importance.

THE YEAR 1876.

The year 1876, like that of 1875, was an uneventful year in Kansas City. Trade at this time had begun to revive, and merchants were active in their efforts to extend their business into new localities in Kansas and Missouri, Colorado and Nebraska. By the middle of the summer, there set in a decided change in the situation of affairs. People began again to come to Kansas City in large numbers, as they had done previous to the panic. All vacant houses were occupied, and rents began to advance before the close of the year. This was the beginning of the era of prosperity which is now upon us.

THE BOARD OF TRADE.

An important change took place in the Board of Trade in 1876, which becomes a part of the history of Kansas City. The grain market, which by this time was considerable, was located, by accident on Union avenue, west of Union Depot, and the rooms of the Board of Trade were under the First National Bank on the corner of Fifth and Delaware streets.

In April, 1876, the members of the board engaged in the grain business, complained of the inconvenience of attending its daily meetings at the room under the First National Bank, where it had been since 1872, and proposed that it



TRUMBULL, REYNOLDS & ALLEN'S WHOLESALE HOUSE.

remove to the western part of the city where they were located. Other members proposed that they should remove their offices to the upper part of the city, which they expressed a willingness to do, but office rooms could not be had to accommodate them. To remedy this deficiency Dr. Edward Dunscomb proposed that an effort should be made to erect a suitable exchange building containing offices for them. This was assented to, and a committee of thirteen was appointed to devise ways and means, of which Dr. Dunscomb was chairman. This committee finally reported in favor of incorporating and re-organizing the board making memberships permanent and transferable, and fixing them at \$100 each. The money thus raised was to be appropriated to the erection of a building, any balance that might be needed to be borrowed on a mortgage on the property. The plan was adopted, the board incorporated and re-organized May 9th, and ground for the building purchased.

Previous to this there had been no membership fee, but only an annual assessment of ten and twenty dollars, according to the class of business in which members were engaged. Under this arrangement the board never attained a membership of over one hundred and eight, but under the new, it speedily attained a membership of two hundred and eleven. The ground selected for an exchange building was on the corner of Fifth and Delaware streets and cost \$15,700. Ten thousand dollars was borrowed of citizens of Kansas City, on second mortgage bonds, during the summer, and the erection of the building began in September. It was not completed, however, until the 1st of October, 1877, and cost about \$47,000. The grain market was moved to it in July, 1877, and has since occupied it.

THE MARKETS AND PACKING BUSINESS.

Contemporaneous with the events narrated in the last three chapters, were a series of active events relating to the development here of the live-stock and grain markets, and of the packing business, which will be given in the next chapter. Their history will also be sketched through to the present time, thus anticipating somewhat the events to be narrated in the chapter following.

CITY ADDITIONS.

For reasons already stated, there was not much local growth of the city during the years from 1872 to 1877, and but few additions were platted. The following is the list:

- May 26, '73—A. Kelly's Sub-division.
- July 9, '73—Fancher and Day's Sub-division.
- July 31, '73—Kyle's Sub-division.
- September 25, '73—Daniel O'Flaherty's Sub-division.
- February 12, '74—Cumming's Sub-division.
- February 17, '74—E. H. Websters' Sub-division.
- June 11, '74—Dr. Hovey's Sub-division.
- May 3, '75—Tracy's Addition.
- January 7, '76—Coates & Hopkins' Addition.
- April 10, '76—Coates & Hopkins' Second Addition.

CHAPTER XIV.

THE MARKETS AND PACKING HOUSES.

History of the Texas Cattle Trade—Its Final Concentration at Kansas City—The Growth of the Market and Character of the Present Supply—The History of the Packing Business—Why it Came to Kansas City—Its Statistics—The Grain Market, When and How It Started—Its Development and Circumstances Attending It—Its Present Facilities and Magnitude.

When Cortez overran Mexico in the sixteenth century, he introduced into this new Spanish possession the long-horned cattle of Spain, and they became the cattle of the Spanish possession to the exclusion of all others, and continue to this day to hold undisputed possession, although the control of the country has long since passed from Spain to the republics of Mexico and the United States. These cattle thrive best on the plains of western and southern Texas, though they prosper in New Mexico, and, it has been found since their settlement, in Colorado and Kansas also. Old Mexico has not had a surplus of them during this century, because of the disturbed condition of society which makes all property insecure, and the natural triflingness of the people who prefer pillaging each other to honest industry. The plains of western and southern Texas became their great pasture ground after that State was annexed to the United States, and orderly government gave protection to property.

THE FIRST NORTHWARD DRIVE.

These plains soon became the source of beef supply for the southern States, and largely of Mexico also; but the production was in a more rapid ratio than the growth of the demand, and as early as 1857 the stock growers of that State began to look for other markets. The first attempt to drive them to the north on record was in 1857, when about 20,000 head, with some horses and mules, were driven to Missouri, passing through Kansas City and crossing the river at Randolph Ferry, three miles below town, in June of that year. This is reported to have been an unfortunate venture, except so far as the mules were concerned, which were sold at remunerative prices. There was at that time great demand at Kansas City for oxen and mules for the Santa Fe trade, and in 1858 larger numbers of cattle and mules were driven hither from Texas, and such cattle as were suitable were sold to the freighters for oxen. Many others were sold as stock cattle to immigrants to California, Utah and Oregon. In 1859 and 1860 the business was continued, and the droves were larger, and during these two years attempts were made to get fat cattle suitable for beeves through to Chicago, but with what success is not recorded. The breaking out of the war in 1861 stopped the rapidly growing trade.

During the war the market for Texas cattle became exceedingly restricted. In the earlier years of the struggle the southern States and Confederate armies made a fair demand for them, but this was practically cut off by the occupation of the Mississippi River by Federal troops in 1863. Cattle could, after that event, be got to the southern States and Confederate armies only by running the blockade of the Mississippi, which was attend with such hazard that the business was not profitable and hardly possible.

THE BEGINNING OF THE DRIVE NORTHWARD.

Owing to these causes, and the continued rapid increase of cattle in Texas, that State was utterly overrun with them at the close of the war, and there was

no market for them. The southern people were not in a condition to buy and Mexico needed but a small part of the annual increase. It is said that cattle men then almost wholly neglected their herds, and a prevalent mode of estimating a man's poverty was by the number of cattle he owned—the more the worse. Cattle that could be bought for from three to six dollars per head, were worth ten times that amount in the northwest. This fact soon becoming known, the drovers began to prepare in 1865 and 1866 to drive to the north, and the movement began in 1866. The exact number of cattle that crossed Red River that year for the north is not known, but it has been generally estimated at 260,000 head. These herds passed through the Indian Territory, and attempted to enter southwestern Missouri in the general direction of Sedalia and other points on the Missouri Pacific Railroad in Central Missouri. The story that these cattle spread the fearfully fatal Spanish fever among the native cattle of the north, and that contact with them was certain destruction to natives, led to the most determined resistance to their entrance into the settled parts of Missouri and Kansas. This resistance afforded an excellent opportunity to lawless characters to pillage the drovers, and beside the farmers who honestly opposed them from good but mistaken motives, there were mobs organized by men who had no property to be injured and for the sole purpose of robbery. These mobs attacked the drovers and lynched many of them, managing meantime to stampede their cattle, after which it was easy to steal large numbers of them. But few of the herds of 1867 got through to shipping points, while many were turned back, so that the new field of inviting profit and speedy fortune was realized only as a field of wrong, abuse and ruin.

OPENING A PLACE OF RENDEZVOUS.

The attempt and the struggle, however, widely advertised the quality and cheapness of Texas cattle, and hence attracted much attention throughout the north and northwest. They became as determined to have the cattle as the Texas drovers were that they should have them, or the farmers of Kansas and Missouri that they should not be driven through these States. The next point then was to find a point to which Texas cattle could be driven where northern dealers could buy them, and where there were adequate shipping facilities.

In the study of this problem it occurred to Mr. Joseph G. McCoy, now of this city, but then a cattle dealer in Illinois, that a common point might be found somewhere in western Kansas or the Indian territory outside of the settlements, or somewhere on the southern rivers, from whence cattle could be shipped by boat. Before he had fairly decided in his own mind which would be best, he had occasion to visit Kansas City. Here he met some parties who were interested in Texas cattle, and talked over the project to them, and with their encouragement he went up the Kansas Pacific road to look at the country. Impressed with the favorableness of the situation he returned, and, in an interview with the officers of the Kansas Pacific, they told him that they thought it might pay; that they would encourage it, but were not sufficiently sanguine of its success to put money into it. He got an understanding, however, that if he would erect shipping yards at his own expense, they would arrange with him so that he should have shipping facilities and a fair share of profits. With this understanding he went to St. Louis to ascertain from the Missouri Pacific what rates of freight would be given from Kansas City to that place. He went before the president of that road and explained the scheme, when the president remarked that it occurred to him that he (Mr. McCoy) had no cattle to ship, and he had no assurance that he ever would have. Very soon afterward Mr. McCoy made an agreement about rates with the Hannibal & St. Joseph Railroad.

THE MARKET AT ABILENE.

He then closed up his business in Illinois and went to Abilene, Kansas, where he built the necessary stock yards and a hotel for the accommodation of drovers, and by the time the herds of 1867 began to reach Kansas, he was ready for them, and that year received into the yards about 35,000 head. As the place was wholly unknown as a cattle market, Mr. McCoy and his associates in the yards were about the only buyers. They bought and shipped to Chicago about 3,000 head; of the balance, a large number were shipped through in first hands and packed in Chicago on the owner's account, but many were driven further north. The first shipment from Abilene was on the 5th of September, 1867, and consisted of twenty car loads. The shipments from Abilene that year reached about one thousand car loads, all of which went to Chicago by the Hannibal & St. Joseph Railroad, except seventeen car loads which went to St. Louis by the Missouri Pacific. The railroad bridge at Kansas City was not then finished, and the proprietors of the Abilene yards, thinking Leavenworth a more eligible place for crossing the river than Kansas City, built the necessary feeding and transfer yards at that point, and shipped their cattle by that place. Leavenworth, however, took no interest in the movement and offered it no advantages, besides which it was found that the advantages for forwarding cattle were much inferior to those at Kansas City. Hence, the next year, 1868, they transferred their trans shipping business to Kansas City.

THE MOVEMENT IN 1868.

Owing to various causes the operations of the year 1867 were not satisfactory to the drovers, chief among which was their failure to meet buyers at Abilene or elsewhere in Kansas. The proprietors of the yards, comprehending the situation, spent about five thousand dollars in the winter of 1867-8 in advertising Abilene as a cattle market, both in Texas and northwest, assuring the one that buyers would be there in 1868, and the other that many cheap cattle would be offered there. This had the desired effect, and that year there were an abundance of buyers, and the number of cattle arriving there was fully seventy-five thousand head. Fortunes were made this year, and the Texas drovers were encouraged to make larger drives the next year.

Many of the cattle bought at Abilene in 1868 were shipped immediately into the feeding districts of Illinois and other western States, and soon spread the Spanish fever over the country. Its destructive effects were such as to call forth hostile legislation in most of the western States. It was much investigated and at last ascertained that there is no danger of it after frost; hence after that year it became the practice to hold the cattle on the plains, where they thrive and fatten until after frost. Such as were bought for packing or for beef were, however, shipped when needed, as they did not go into feeding districts, or come in contact with native cattle, and hence were not liable to spread disease.

NEW YARDS AT KANSAS CITY—GLORY AND DESTRUCTION OF ABILENE.

In 1869 not less than one hundred and fifty thousand cattle were received at Abilene, while many more went further north, some to feed Indians, some to government posts and to Utah and Montana, while many found their way to market by the way of the Union Pacific Railroad. This year success attended the drovers, and in 1870 they drove not less than three hundred thousand head. The yard facilities at Kansas City having been found inadequate, in 1869 the North Missouri, Hannibal and St. Joseph, and Missouri Pacific Railroads all built yards of their own.

That was the year of Abilene's glory, and her great prosperity attracted the attention of other towns and raised up a host of rivals. The next year the

Atchison, Topeka & Santa Fe road induced some parties to build yards at Newton, when that place and other points along the line of the Kansas Pacific began to compete successfully with Abilene. There already existed a strong feeling against the trade among the farmers in the country adjacent to Abilene, and catering to that sentiment the representatives of the country in the Kansas Legislature procured the enactment of a law at the session of 1871 that drove the trade from Abilene.

With the completion of the Missouri River, Fort Scott & Gulf, and Leavenworth, Lawrence & Galveston Railroads to the southern line of the State of Kansas in 1870, both began to compete for the trade, the unsettled country over the line in the Indian Territory affording ample pasturage and feeding grounds. For two or three years these roads secured a liberal share of the trade, and would have been preferred because of the shortness of their lines to Kansas City, but for the fact that the Indians levied a tax upon the herding of cattle or the driving of them through their country that made it unprofitable to drivers and suppressed the trade.

Meanwhile, the receiving and forwarding of cattle began to be divided between Ellsworth, on the Kansas Pacific, and Wichita, on the Atchison, Topeka & Santa Fe, and so continued for several years, and until cattle fresh from Texas ceased to be forwarded into the Northwest. For two or three years the Atchison, Topeka & Santa Fe attempted to take all cattle it received by the way of Atchison to Chicago, but the lack of adequate yards and bridge facilities were found to be an insuperable barrier, and in 1873 it turned over its cattle to the Missouri Pacific at Atchison for shipment to Kansas City, and the next year effected arrangements for delivering them here itself.

ORIGIN OF THE KANSAS CITY MARKET.

In 1868, 1869 and 1870 Kansas City was merely a re-shipping and feeding point, and this was done in the yards belonging to the railroad companies. Four packing-houses were that year operating here, but packers had to send to the prairies for most of their cattle and send to the adjacent country for their hogs. This was out of their line of business, and made a demand for the employment of another class of men, who should attend to that part of the business and furnish the stock.

Again, the large number of cattle passing through the railroad yards at Kansas City required better attention than could be given them by railroad employees or the shippers themselves accompanying the stock in transit. There was a need of commission men located here, to whom the stock could be consigned, and who would take care of it.

There was a great need, also, of better yard regulations. A single yard under one management, where feed and water were provided and which should be used alike by all the railroads was much needed.

These facts led to the formation of a joint stock company in 1871, and the construction in time to receive the shipments of that year, of the Kansas Stock Yards. When these yards went into operation, June 1, 1871, Jerome D. Smith was elected superintendent. It soon became evident that with this additional convenience men were going into the live stock commission business here, and hence a building was erected to furnish offices for them. When the season opened there were several commission firms ready to begin operations. William A. Rogers was one of the first to engage in business at the Kansas yards.

This was the beginning of the live stock market in our city. Packers finding that they could supply themselves here ceased to go to the prairies for their stock. Feeders and others purchasers from the northwestern States had always regarded it as a great hardship to have to go to the frontiers of Kansas to buy their stock, and they, too, welcomed the new market with pleasure, and began at once to give it their patronage. The packing demand for hogs led the commission men

to make an effort to attract that class of stock to the market, and they were soon in control of the crop of Kansas and western Missouri. Sheep came as a matter of course, and by the close of 1871 this city had an established live stock market.

The development of the market from that time has been rapid. All the receipts of cattle in 1871 were Texas cattle, and probably not more than one-third of them were sold here, the other two-thirds going forward in first hands. By 1872 the number sold here was nearly equal to the whole receipts, and in 1873 cattle ceased to go forward in first hands. From that time the Kansas City market controlled the Texas cattle, and has been steadily better than any other market, as is shown by the fact that no man escaped loss who attempted the business of buying here for sale in other markets. Money has been made, however, in buying and shipping into the feeding districts on orders.

The market for hogs grew as rapidly as for cattle, and as early as 1873 this market controlled the product, not only of Kansas and all the country west and south, but the adjacent parts of Missouri half way to Quincy, and northward into southwestern Iowa. For all this country and southern Nebraska, this city has been found to be a better market than any other. Packers have taken all suitable offerings, while the country adjacent and west of this city has demanded all stock hogs that could be had. Receipts steadily increased until in 1874, when the short crop incident to the destruction of the corn crops that year cut down the supply.

In 1872 native and wintered Texas cattle began to come into the market and since that time the proportion of natives has increased until the larger part of the receipts are of that class. Texas cattle driven to Colorado have stocked up that young State, and for the past few years Colorado cattle have become almost as prominent a feature of the market as those from Texas.

The following statement of the number of cattle driven from Texas is as nearly accurate as can be made. Since 1872 it is nearly exact :

1866	260,000
1867	35,000
1868	75,000
1869	350,000
1870	300,000
1871	600,000
1872	350,000
1873	400,000
1874	166,000
1875	151,618
1876	321,998
1877	201,159
1878	265,646
1879	257,927
1880	394,784

The following table shows the receipts of different kinds of stock into the Kansas City market. Receipts prior to 1871 were bought in the country and shipped here for packing and for beef :

Year.	Cattle.	Hogs.	Sheep.
1868	4,200	13,000	—
1869	4 450	23,000	—
1870	21,000	36,000	—
1871	120,827	41,036	4,527
1872	236,802	104,639	6,071
1873	227,669	220,956	5,975

Year.	Cattle.	Hogs.	Sheep.
1874	207,069	112,532	8,875
1875	181,114	59,413	24,987
1876	183,378	153,777	55,045
1877	215,768	192,645	42,190
1878	175,344	427,777	36,700
1879	211,415	588,908	61,684
1880	244,709	676,477	50,611

The tendency to drive Texas cattle to the plains of Kansas, Colorado, Nebraska and New Mexico to winter, and to bring them to this market during years subsequent to their removal from Texas, began about 1876, and has continued until few fresh Texas cattle come into this market. At the same time there began to be a large increase in the proportion of native cattle brought into the market, until now nearly all receipts are of that class, the wintered Texas cattle being absorbed in the western States and Territories, and by the army and Indian contractors.

A PROMOTER OF THE MARKETS.

As much is due to Howard M. Holden, of the First National Bank, as to any other individual, for the development of the stock market. As early as 1868 he perceived the advantage of such an institution, and, together with C. J. White, Colonel Bucklin and others, organized a live stock and drovers' association, to help the cattle men open the way to the city. The association accomplished but little, but Mr. Holden was always the friend of the cattle men, and by his liberal treatment soon taught them where to look for financial aid. He made something of a specialty of the commission trade from 1871 down, and was always ready to help the commission merchants. His liberal hand similarly favored the packing interest, and subsequently the grain market, and greatly stimulated the development of these interests. Other banks were also liberal, and the Mastin Bank early became an active friend of the cattle men and packers.

THE PACKING BUSINESS.

As the events of 1867 demonstrated that a supply of cattle would thereafter be found on the western prairies, packers were attracted to the frontier. The first attempt at packing was at Junction City in 1867, by Edward W. Pattison, formerly of Indianapolis. He formed a company at Junction City, and in 1867 packed about one thousand cattle. The acquaintance with the country thus acquired satisfied him that Kansas City, possessing as she did the largest commercial facilities near the frontier, offered the best advantages for that business. Hence, in 1868, in company with J. W. L. Slavens, he built the first beef packing house here—the stone house now occupied by Jacob Dold & Son. And that year they bought on the prairies and packed about 4,209 cattle. This was the first beef packing done in this city.

The same year Thos. J. Bigger, formerly of Belfast, Ireland, came here and went into the business of packing hogs for the Irish and English markets. This was the first hog packing done in the city after the war. Previous to the war, about 1858, M. Diveley and some others had packed a few hogs, and in 1859, J. L. Mitchener, now of the Kansas City stock market, came here, backed by Chicago capital, and opened a packing house on the east levee, but his business was stopped by the war. In 1868 Mr. Bigger built a small stone house on St. Louis avenue, West Kansas City, where he packed away his meats, the slaughtering being done for him by Messrs. Pattison and Slavens.

In the spring of 1869, Mr. Slavens disposed of his interest in the packing house of Pattison & Slavens to Dr. F. B. Nofsinger, who had just come here from Indianapolis, and formed the co-partnership known as Furgason, Slavens &

Co., by which was built that year the large brick packing house now occupied by Slavens & Oburn, thus adding the third packing house.

The next year, 1870, Mr. Bigger built the house he afterward occupied, near the mouth of Kaw River, and Messrs. Plankinton & Armours came and rented the house of Pattison & Nofsinger, in which they operated that year, and built their own house.

This gave Kansas City her present four packing houses, which, with frequent additions, have kept pace with the growth of the city and the packing interest. Messrs. Plankinton & Armours had already two large houses, one in Milwaukee, and one in Chicago, but were impressed with the advantage of packing Texas cattle nearer the source of supply, had, after investigation, become satisfied that this city was the best point. It was so situated that the cattle, as driven to the plains of Kansas annually, would be available, and possessed a much better climate for the purpose, while, as already an assured railway center, it offered all necessary transportation facilities. S. B. Armour, the head of the house here, was not at the time connected with the firm, but was living on a farm in New York. His brothers induced him to come to this city, take an interest in the business, and conduct the house here.

Thus our city became a packing point, by 1870, before it was yet a stock market.

The next year, 1871, the creation here of a cattle and hog market greatly facilitated packing, and by 1872 Kansas City had attained great importance as a packing point. In 1874 she was the principal source of supply for packed beef, and since that time has attained nearly a monopoly of the trade.

Hog packing did not prosper equally for the sole reason that hogs could not be had, the packing capacity of the city being in excess of the supply.

The following table shows the packing done here since the war :

HOGS.		CATTLE.	
1868-69	13,000	1868	4,200
1869-70	23,000	1869	4,450
1870-71	36,000	1870	21,000
1871-72	83,000	1871	45,543
1872-73	180,000	1872	20,500
1873-74	175,000	1873	26,549
1874-75	70,300	1874	42,226
1875-76	72,500	1875	25,774
1876-77	114,869	1876	26,765
1877	180,357	1877	27,863
1878	349,097	1878	18,756
1879	366,830	1879	29,141
1880	539,097	1880	30,922

During the summer of 1878, Messrs. Fowler Bros., large packers in Chicago, observing that the supply of hogs had now become sufficient at Kansas City to make it a large packing point, determined to establish a branch house here. They came for that purpose, but found that in addition to the excellent facilities offered by the large stock market and excellent transportation facilities, Kansas City was not disposed to offer much inducements. That is, Kansas City feeling that she possessed advantages for that kind of business unequaled elsewhere in the Missouri Valley, was not disposed to offer any inducements in addition thereto. The City of Atchison, however, was; and offered such inducements in the way of land, etc., as to tempt the Messrs. Fowlers to locate there. That fall they built a large packing house at Winthrop, on the opposite side of the river and went into the business of packing hogs. It was soon found, however, that they could not conduct the business successfully in the absence of a hog market ;

and they and others addressed themselves to efforts to develop one at Atchison. The effort was futile, however, the market at Kansas City continued to attract the shipments, and for two years Messrs. Fowlers continued the business there, buying a large part of the hogs in the Kansas City market. It was found, also, that for a large part of their trade in meats their product had to be shipped to Kansas City for distribution. Competition with Kansas City packers, under such circumstances was, of course, unprofitable, and hence in the spring of 1880 they came to Kansas City, secured a large tract of ground near the junction of the Kaw and Missouri Rivers, and built there one of the largest and best appointed packing houses in the west.

In the summer of 1880 Messrs. Dold & Son, of Buffalo, New York, came to Kansas City and bought the packing house of Nofsinger & Co., who had not been operating it very extensively for several years. They opened business with the opening of the season 1880-1, and are now proposing to build a much larger house.

Mr. Bigger having gone out of the packing business several years ago, the houses now operating here are Plankinton & Armours, Slavens and Oburn, Fowler Bros., and Jacob Dold & Son. Of these houses Plankinton & Armours and Slavens & Oburn still pack a considerable amount of beef. It is mostly put up in cans, however, rather than in tierces and barrels as was formerly the custom. The houses all do a large business in packing pork and most of them continue the business through the summer.

THE GRAIN MARKET.

From the earliest dates to 1870, Kansas City imported flour from eastern Missouri and Illinois. This country had become self sustaining, so far as this part of Missouri was concerned, before the war, but the great demand by immigrants to Kansas, and the trade with New Mexico and Colorado, made a demand that local production could not supply. By the time Kansas became a State, she was producing large amounts of grain, but the immigration took all surpluses. Between the close of the war and 1870, the same conditions existed, though the production of the country had immensely increased. By 1870, however, production began to exceed the local demand, and that year the railroads took small amounts of grain to the eastern markets. Perceiving this fact, the people, in the latter part of 1870 and the early part of 1871, began to agitate the establishment of a grain market. The spring of the year 1871 gave promises of a good yield of all kinds of grain; and the press opened on the subject again. Its agitation caused the Board of Trade to take it up and discuss it.

THE FIRST ELEVATOR—THE INFANT MARKET.

The result was that in July, 1871, Messrs. Latshaw & Quade began the erection of an elevator of about one hundred thousand bushels storage capacity. This was situated on nearly the same ground as is now the Union Elevator. It was finished and open for business in December. But there were no grain dealers to use it, and Messrs. Latshaw & Quade went into the business themselves, and were the first men to conduct a grain business in this city as a strictly commercial pursuit. Messrs. Branham & Sons owned and operated a corn mill on Fourth street, near Broadway, and Messrs. Dewar & Smith owned and operated the Diamond mills. These gentlemen were buying grain in the country and shipping it to their mills. Soon after the construction of the elevator they began to do something more than this, and shipped some grain to the east. In 1871 Messrs. Price & Doane took a large house on Santa Fe street and Union avenue, and opened a grain business, but for a long time their business was largely of a retail character. Messrs. Latshaw & Quade, however, were the principal dealers until the close of 1873, and by that time had built up a considerable order trade

in the east and south. Their business was, however, summarily closed in December, 1873, by the burning of their elevator.

TWO MORE ELEVATORS.

By the close of 1873, the extent of the grain business had become such as to attract others, and the next spring Messrs. Vaughan & Co. and Gillespie, Reed & Co. went into business. Messrs. Vaughan & Co. undertook the building of Elevator "A," and a stock company, of which A. J. Gillespie became president, commenced the erection of the Kansas City elevator. Both of these were begun in the spring of 1874, and finished in time for the movement of the wheat crop of that year, and had a storage capacity of about 200,000 bushels each.

Messrs. Branham & Sons had the fall previous built the Advance mills, in connection with which they provided a storage capacity for about 20,000 bushels and all necessary elevator apparatus. From the time of the burning of the elevator of Messrs. Latshaw & Quade until the erection of the Kansas City and "A," this was the only facility, and was much used. In the latter part of the year 1876, it was purchased by Col. E. Lynde and converted into an elevator with about 40,000 bushels storage capacity. It was then made regular by the Board of Trade, and has since continued as the Advance Elevator.

THE MOVEMENT OF 1874 AND 1875.

The prospect for 1874 was excellent until in August when the Rocky Mountain Locusts came down upon Kansas and cut short the corn crop. For a time the outlook was very discouraging but it soon became evident that owing to the shortness of the supply in Kansas, corn would have to be shipped into that State. The Kansas City grain men seized the situation with their characteristic enterprise and began the purchase of corn in Iowa and northern Missouri for Kansas. This afforded them such an excellent business that numbers of others engaged in it and brought a large amount of capital into the trade. The grain movement that year was the largest that had yet been known in Kansas City, but in the contrary direction from what was expected. The movement of wheat, rye and barley that year was to the eastward, but that of corn and oats was to the westward.

By the time the westward movement of corn ceased in 1875 the eastward movement of wheat had begun.

Our commission men in anticipation of the movement had opened business correspondence with millers and dealers throughout the Middle and Western States, and obtained their orders. When the market opened the existing through rates of freight enabled them to fill their orders at from three to five cents less than the same grades could be supplied from St. Louis, and at the same time pay the country shipper from three to five cents more than they could realize by sending their wheat to St. Louis. St. Louis had formerly been the only western market for winter wheat, and beside this city is still the only market near enough for small shippers in the Missouri Valley. This situation was greatly stimulating to the Kansas City market, and allured many other men into the business, and brought her a number of Chicago, Baltimore and New York buyers.

OTHER ELEVATORS.

The extent to which the market had grown rendered more elevator capacity a necessity, and in the fall of 1875 a new company was formed, and the erection of the Union Elevator begun. It has a storage capacity of about 500,000 bushels, and went into operation in February, 1876. The movement of corn during the winter and spring of 1876, proved that even with this additional facility there was still not enough, hence during the summer another company was formed, and the Arkansas Valley Elevator was built. It was finished and

went into operation on the 2d of June, 1877. In the fall of 1877 Elevator "B" was built in the Hannibal & St. Joseph freight yards. It had a storage capacity of 250,000 bushels, and went into operation March 19, 1878, but it was faulty in its foundations and fell down, December 7th, 1878.

The Alton Elevator was built near the line of the Chicago & Alton Railroad, in the northeastern part of the city, in the summer and fall of 1879. It went into operation November 22d, 1879, and has a storage capacity of one hundred and seventy-five thousand bushels.

The Novelty Elevator was first built as a small transfer house, in the summer of 1876, but was subsequently enlarged to a storage capacity of about twenty thousand bushels, and so continued until the fall of 1879, when it was increased to a storage capacity of two hundred and twenty-five thousand bushels, and became regular on the 28th day of June, 1880. The State Line Elevator was built as a small elevator, having a storage capacity of about twenty thousand bushels, in 1877 and so continued until 1879, when it was enlarged to a storage capacity of one hundred thousand bushels, and was made regular on the 1st day of March, 1880.

THE GRAIN CALL.

The call of grain, which is now one of the features of the Board of Trade, was established in June, 1876. At that time the grain merchants were concentrated about the corner of Union avenue and Santa Fe street, and finding it inconvenient to attend the daily meetings of the Board of Trade at the rooms under the First National Bank on the corner of Delaware and Fifth streets, they organized themselves into a Call Board, subject to the rules and regulations of the Board of Trade, and elected Maj. W. A. M. Vaughan, moderator, to conduct the call. In November this call was formally recognized by the Board of Directors of the Board of Trade, and rules for its government were established. Maj. Vaughan continued to make the call until July, 1877, when that duty was devolved upon the secretary of the Board of Trade.

The following statistics of the grain trade will be found interesting.

STORAGE AND TRANSFER CAPACITY OF REGULAR ELEVATORS AT KANSAS CITY.

NAME.	Storage.	Daily Transfer Capacity.
	Bushels.	Bushels.
Union	400,000	100,000
Arkansas Valley	425,000	125,000
"A"	175,000	30,000
Advance	60,000	15,000
Alton.	175,000	250,000
State Line	100,000	30,000
Novelty.	225,000	40,000
Total	1,560,000	590,000

TOTAL GRAIN RECEIPTS AT KANSAS CITY PER ANNUM FROM THE FIRST OF THE MARKET.

DATE.	Wheat.	Corn.	Oats.	Rye.	Barley.
1871.	687,000	350,000	. . . .	. . . .	. . . .
1872.	289,726	601,864	93,695	12,921	3,087
1873.	750,400	836,300	105,200	10,500	12,380
1874.	371,273	711,367	210,475	3,400	37,450
1875.	1,256,337	1,258,700	382,850	40,000	15,100
1876.	1,820,297	5,769,395	117,241	396,612	109,045
1877.	2,259,572	5,881,703	180,657	329,887	203,341
1878.	9,014,291	4,911,529	155,089	352,262	163,257
1879.	6,417,952	4,121,904	276,775	184,046	92,591
1880.	4,093,528	4,421,760	366,486	65,267	82,894

The Kansas City Elevator having become inoperative and having ceased to do business on the 29th of May, 1880, it is dropped from the above table of storage capacity.

THE PRODUCE AND FLOUR MARKETS.

Produce from the country began to be handled in Kansas City in a small way prior to the war, but first took the form of a commission business soon after that struggle. A. L. Charles, A. S. Haines and R. C. Crowell & Co., were among the first merchants to engage in it. And Kansas City is now a large market for this class of articles.

The handling of flour grew up about the same time, in the same way and was conducted by about the same men. An effort was made in July, 1880, to organize this trade and put it on 'change. To that end the Board of Trade adopted rules for its government; appointed G. W. Elliot, inspector, and provided sample tables. It has not yet succeeded however in effecting its object.

THE COAL MARKET.

With the competition of the Hannibal & St. Joseph Railroad to the city in 1867, of the North Missouri (now Wabash, St. Louis & Pacific), and of the Kansas City, Fort Scott & Gulf to Fort Scott in 1869, they began to bring coal to Kansas City from the mines adjacent to their respective lines. The trade in coal had however begun before this, probably about 1868. Geo. W. McLean, since grain inspector, and A. S. Ingersoll, now a grain merchant, were the first to engage in it. They got their coal at Lexington, Mo., shipped it to Kansas City in sacks, by steamboat, and sold it at forty-five cents per bushel. These gentlemen were soon followed by Pat Casey, T. McKinley, J. A. Bovard and others.

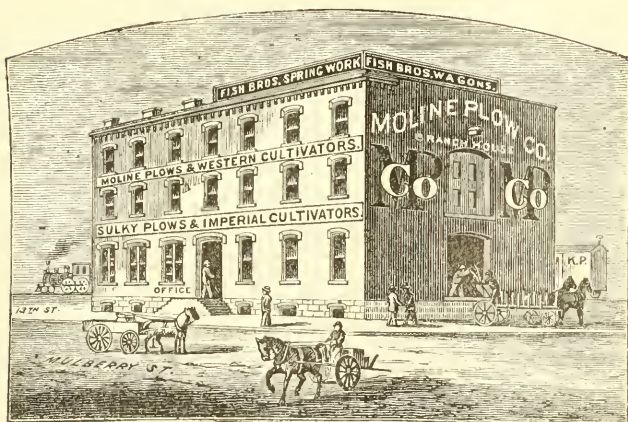
The first record preserved of receipts was for the year 1870, during which the Fort Scott road is recorded as having brought to Kansas City 18,000 bushels, but the Hannibal & St. Joseph and North Missouri brought coal to the city at the same time, the amount of which cannot now be ascertained. The market grew rapidly from the first, and by 1872 Kansas City was receiving and distributing over two million bushels. At this early date all the upper river towns and cities as far north as Omaha were largely supplied from here, as well as accessible parts of Kansas and Nebraska. The railroads in these States and western Iowa were also supplied from here, and have continued to be since.

The following table shows the receipts of coal into this market each year from 1870 to 1880 inclusive, as near as can now be ascertained. It must be remembered, however, that these figures for years prior to 1877 are not exact, there having been no report of the coal brought here by the Hannibal & St. Joseph

Railroad prior to that time and no report of that received here from the North Missouri for 1876. For 1877 and subsequent years the figures are taken from the Board of Trade reports, which are nearly exact.

Years.	Bushels.
1870	18,000
1871	1,408,760
1872	2,722,750
1873	2,755,500
1874	2,799,000
1875	3,226,500
1876	2,788,000 *
1877	3,107,050
1878	4,621,725
1879	5,307,000
1880	5,772,405

* No report for the North Missouri road.



CHAPTER XV. •

THE PROGRESS OF THREE YEARS.

The Events of 1877—The Alton Road—The Union Depot—The Test of Barges on the Missouri—The Great Railway Strike—Bank Suspensions—Railway Extensions Affecting Kansas City—The United States Court House and Post-Office, and United States Courts—Rapid Growth of the City.

It was mentioned at the close of the last chapter that Kansas City began to revive from the effects of the panic of 1873, about the middle of the year 1876, and that population began again to come in and fill up the vacant houses, and revive the general tone of business. This revival was not local only, but general, and the whole country shared in it. In the west, especially, there was marked improvement, and not Kansas City only, but the whole west, entered upon a new era of prosperity and development, which, happily, has not yet received any serious check.

THE EVENTS OF 1877.

One of the first institutions to take advantage of the revival of times, to advance its interests, was the Chicago & Alton Railroad Company, which, as previously noted, had extended its line to Mexico, Missouri, on the old Louisiana charter, and for some years had been making its connections to Kansas City from that place over the St. Louis, Kansas City & Northern. On the 27th of February, 1877, T. B. Blackstone, President, J. J. Mitchell, Vice-President, and J. D. McMullin, General Superintendent, of that road, came to Kansas City, to confer with the people here, relative to extending that road along the route originally proposed for the Louisiana road to Kansas City. After such conference, they returned by the way of Glasgow, accompanied from this city by General John W. Reid, who had always taken an active interest in this line of road. During the spring and summer the sense of the people along the route was taken at a series of public meetings, and in the fall a new company was organized, called the Chicago, St. Louis & Kansas City Railroad Company, for the purpose of building the road. Mr. Mitchell was president of this company, and most of its members and stockholders were Chicago & Alton men. In October Mr. Mitchell submitted to Jackson county and other counties along the line, propositions for aid to the road. Of Jackson county, he required fifty thousand dollars in subscriptions to the stock of the company, and procurement of the right of way through the county. This was submitted to a meeting of the people, and referred to a committee, of which General Reid was a leading member, to raise the subscriptions, and it was soon accomplished. A like result having attended the effort in other counties, the construction of the road was an assured fact before the close of the year.

The establishment of barge transportation on the Missouri River was again taken up, March 10th, at a meeting of grain merchants, and referred to a committee consisting of Messrs. M. Diveley, H. J. Latshaw, E. R. Threlkeld, T. J. Lynde, Major W. A. M. Vaughan, Colonel C. E. Kearney, and A. J. Gillespie. This meeting was brought about by some correspondence with the Great Central Dispatch Company, which proposed to put barges on the river. Nothing came of this proposition, however, and subsequently a committee was sent to St. Louis for the purpose of securing, if possible, some relaxation of the railroad pool rates from the Missouri Pacific and St. Louis, Kansas City & Northern Railroads. But this mission was unsuccessful, and on the return of the committee, an inef-

fectual effort was made to start a company to build barges, after which the interest was allowed to slumber for another year.

The Memphis Railroad project, in which Kansas City and Jackson county had been so largely and so unsuccessfully interested since 1870, re-appeared this year, and claimed a share of attention. On the 12th of April it was sold in bankruptcy, and was bought in by a company of Kansas City men for fifteen thousand and twenty-five dollars. Mr. J. D. Bancroft, formerly cashier of the First National Bank, and at this time a grain merchant, became manager for the purchasers, and made an effort to raise the money to build it, but without success; and it slumbered in the hands of this company for several years without anything further being done to build it.

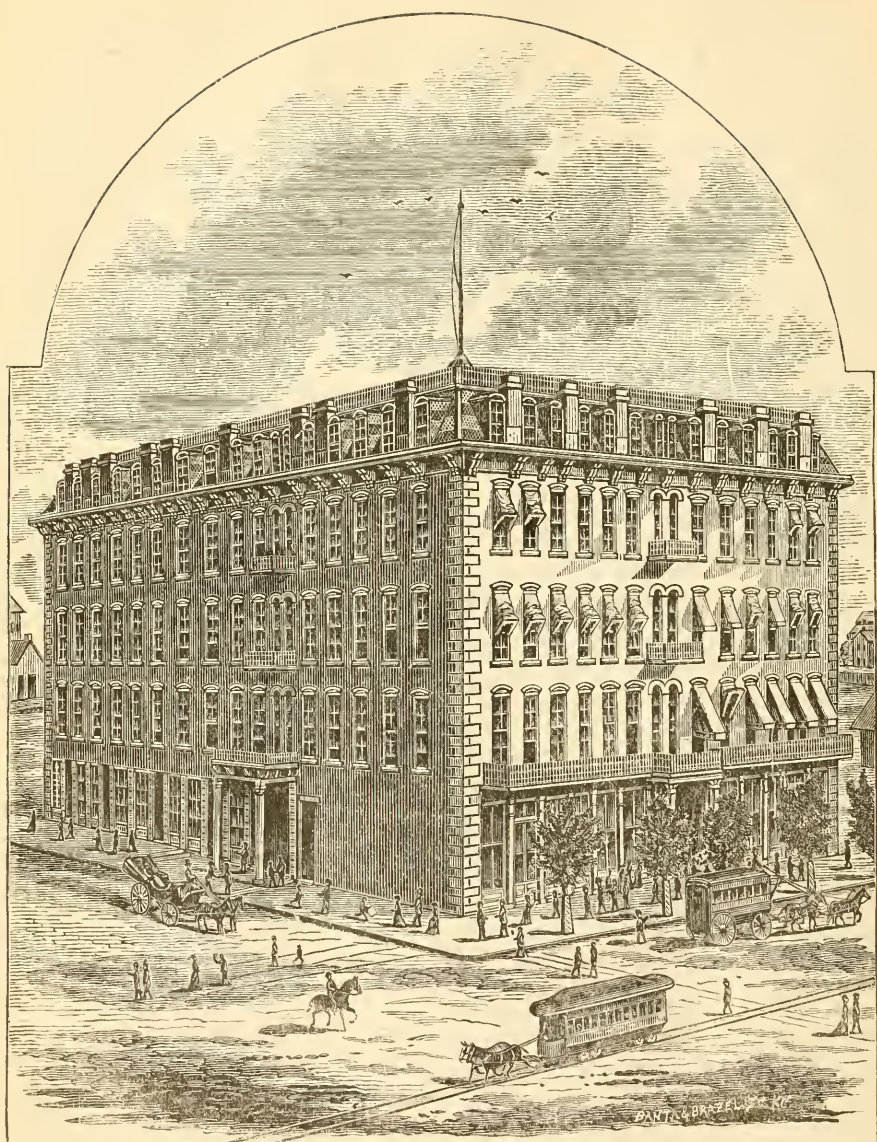
Other railroad enterprises, however, were more fortunate, and the Atchison, Topeka & Santa Fe Railroad began the construction of branches from Emporia south, since finished to Howard, Kansas, and from Florence to Eldorado, since finished through to a connection with the main line again at Ellinwood.

During the early part of the year there was considerable discussion of a proposition to put a dam across the Kaw River a few miles above the city for the purpose of creating a water power for manufacturing purposes, and Mr. Pierson, engineer for the water company, made a favorable report concerning it, but nothing was ever done about it.

The long-continued effort to induce the railroads centering here to build an eligible Union Passenger Depot was this year successful. Early in the year a company was organized for that purpose, composed of the representatives of the different lines, and the work begun. On the 10th of July the old wooden shed which had been used for that purpose was abandoned, and the point of interchange moved to the State Line Depot. Immediately afterward the old shed was taken down and the construction of the present elegant building begun. It was finished in January following and opened to the public with C. H. Dunham, Esq., as superintendent, A. W. Millsbaugh, ticket agent, and John Hale, baggage master. Its cost was about two hundred and twenty-five thousand dollars.

One of the most exciting events since the close of the war occurred this year. It was the great railroad strike which, beginning with the Baltimore & Ohio Railroad in July, swept over the country like a cyclone, causing much loss of property in Pittsburg and other cities, and demoralizing railway business seriously for some time. It reached Kansas City on the afternoon of the 23d of July, in the refusal of freight-train men to work further without an advance of wages. That night meetings of the strikers were held, and the next day a mob of lawless individuals, made up chiefly of idlers, paraded the streets and forbade working men generally to proceed with their work. This looked ominous, and aroused the people. Meetings were quietly held that night and measures taken to protect property. Capt. H. H. Craig promptly raised a company of men and had them sworn in as special police, to protect the city. This prompt preparation for the mob crushed the lawless spirit of that class of idle adventurers, who were evidently seeking to take advantage of the railroad strike, create disorder and destruction, such as had prevailed in Pittsburg. The matter was thus confined to the railroad men and their employers, who succeeded in adjusting their difficulties so that freight business was resumed on the 30th of July. The passenger trains were not stopped at any time, as they carried the mails, and the strikers did not apparently seek a collision with the government authorities by stopping the mails. From this affair arose the Craig Rifles, which have since been quite an interesting military and social organization.

The Board of Trade Building, which had been begun in the fall of 1876, was so far completed that the daily meeting of the Board was removed to it July 28th. On the 2nd day of August the office rooms in the building were let at public auction, only members of the Board engaged in grain, produce, provision or



COATES HOUSE, KANSAS CITY, MO.

Kersey Coates, Proprietor.

Cor. Tenth and Broadway.

flour, being allowed to bid. The letting was at the rate of \$13,270 per annum, or about twenty one per cent on the investment.

During the year 1877 there was considerable improvement in the city, relating more, however, to its general condition. The Board of Trade report for that year thus sums up some of its leading features:

"The population of Kansas City has been increasing rapidly for the past year and a half. The last estimate of population published in our city directory was in 1873, when it appeared that the population was 40,740. I am informed by Mr. J. H. Ballenger, who compiles our directory, that the population in June of the year under review, was 41,786, showing an increase since 1873 of 1,046. Mr. Ballenger also informs me that immediately succeeding the panic of 1873, the population fell off considerably—a fact attributable to the depression of industrial interests and the cessation of public improvement. About July, 1876, this lost population began to come back to us, and by the beginning of 1877 the tenement houses of Kansas City were again full. Since that time, several hundred additional houses have been built and filled, and all vacant rooms over business houses have been occupied also: so that it is estimated that the new population coming within the past year and a half does not fall materially short of eight thousand people.

"The movement of real estate likewise shows an improvement. There has not been so much improvement in the number of transfers, as in the better tone of the market, the higher valuation at which it is held, and the advance of rentals, which latter will average not less than fifty per cent.

"There has been no great enlargement of the industrial interest of the city, but establishments previously existing are doing much more business and employing a larger number of operatives, and are generally much more prosperous.

"The markets of Kansas City have experienced marked improvement during the year. The amount of property coming into them for sale has much increased, and, in many respects, was of improved quality. There has been an increase of merchants engaged in purchasing and forwarding the produce offered, and with the increase of men there was also an increase of money. The markets have been active during the year, and have sustained their former high valuations as compared with other markets."

The extension of transportation facilities, other than those mentioned already in this chapter, consisted of the extension of the Clay Center Branch of the Kansas Pacific Railroad to Clifton, and the extension of the Central Branch Union Pacific to Concordia. This latter road made its eastern terminus at Atchison, Kansas, but met with such competition in the Republican Valley, from the Clay Center Branch of the Kansas Pacific, that it was compelled to make rates to Kansas City, by the way of the Missouri Pacific from Atchison, and thus became virtually a Kansas City road. The Joplin Railroad was also built this year from Girard, on the Fort Scott and Gulf, and at the end of the year it was proposed to extend it to the line of the Fort Smith & Little Rock Railroad, in Arkansas, thus securing a through line to the Mississippi River at Chicot, by the latter road and the Little Rock, Mississippi River & Texas, which was then about to be completed between Little Rock and Pine Bluff.

THE EVENTS OF 1878.

The year 1878 began under very favorable auspices, and great activity and improvements were promised. These promises, however, were not fully realized, yet the year was an eventful one.

In January all the arrangements for the building of the extension of the Chicago & Alton Railroad were completed, except the procurement of the right-of-way through the city. An effort was made early in the year to find a route and procure right-of-way into the southeastern part of the city by the valley of

O. K. Creek, but it was found that the right-of-way was so expensive, and the grades so high, that it was abandoned, and about the 1st of July the company decided to adopt the route on which the road was subsequently built. Much difficulty was experienced in obtaining this right-of-way from the city, owing to the opposition of a few members of the city council. It was formally refused by a vote of that body July 17th, which led to a spirited public meeting at the Board of Trade hall on the evening of the 18th, at which the action of the council was severely commented upon by leading business men. The matter was brought up in the council again on the 8th of August and the right-of-way granted. The construction of the road meantime was progressing rapidly below, and on the 4th of December work was begun in the city limits by the contractor, Peter Soden.

BANK CHANGES AND SUSPENSIONS.

About the beginning of the year 1878 was a time of great strain upon the banking houses of Kansas City, owing to the fact that the winter was very mild and very wet, which retarded the movement of the grain crops, depressed hog packing, and hence the live stock market, and materially depressed all kinds of trade. Merchants and others who were customers of the banks could not, therefore, meet their paper promptly, and, in addition to having to ask for extension, had also to seek further accommodation.

The Watkins Bank was consolidated with the Bank of Kansas City on the 8th of December, 1877, and from subsequent developments was not in a very strong position when it did so. This bank was originally established by H. M. Northrup & Co. in 1857, and was the first regular banking institution in Kansas City. It was conducted by Messrs. Northrup & Co. until 1864, when it was transferred by them to J. Q. Watkins & Co., and Messrs. Northrup & Chick went to New York, where they did a successful banking business until 1873, when they were so badly injured by the great panic of that year that they again came West. Mr. Chick became cashier of the Kansas City National Bank, which had been established in 1872. This bank was subsequently re-organized as a private bank, under the name of the Bank of Kansas City, with Mr. Chick as president. Thus the original bank, with the establishment of which he was connected in 1857, passed again into his hands, when the Watkins Bank was consolidated with the Bank of Kansas City in December 1877.

The event however that affected Kansas City most was the failure of the First National Bank, which occurred on the 29th of January, carrying down with it the Commercial National Bank, a fine little bank of one hundred thousand dollars capital. The history and character of the First National up to this time has already been given in these pages. It had come to be regarded as the great bank of Kansas City by all classes of people, and owing to its enterprising, liberal management there was not a line of trade, and scarcely a merchant or business man of any class, that was not indebted to it for favors. It had been its practice, since Mr. Howard M. Holden took the management of it, to foster all kinds of business. It had been a great promoter of the markets, and at this time was the leading source of accommodations for live stock and grain merchants and packers. Usually, in the latter part of the year it was liberal with these classes, and so enabled them to carry forward their business until they could begin to realize in the winter. The bad weather of this winter prevented them from meeting their engagements with it and its suspension was unexpectedly announced on the morning of January 29th. The same day the Commercial National closed, being weakened by a similar state of affairs and overborne by the drain that usually results to all Banks by the suspension of one so prominent as was the First National. This made a great sensation in Kansas City and the surrounding country, as the First National was the leading depository in Kan-

sas City, for the country banks, but the sentiment of the people contained nothing of blame for the officers of the Banks. On the contrary, they were the recipients of universal sympathy for their loss, while the people deeply deplored the loss to the city of so valuable an institution. The expression of this sentiment was so remarkable, and so different from that which ordinarily attends the failure of a bank that it merits a place in our history.

On the 30th of January, at a meeting of the Live-Stock Merchants, the following paper was adopted and signed:

KANSAS STOCK YARDS, January 30, 1878.

"We, the undersigned Live-Stock Commission Merchants, of Kansas City, Mo., in view of the suspension of the First National Bank, of our city, as announced in the morning papers, take this method of expressing our unqualified faith in the statement of the Bank officers that every depositor will be paid in full, and in this connection we wish to record our unbounded confidence in H. M. Holden, President of said Bank, as a just and upright man, of unimpeachable integrity, and financial ability of the highest order, to which Kansas City and the country adjacent thereto as largely indebted for their rapid and solid growth.

[Signed] "W. H. Kingsbury & Co.; Quinlan, Montgomery & Co.; James H. Payne; J. T. Johnson & Co.; Gillespie, Reed & Co.; Shough & Clements; Rogers & Rogers; White & Holmes; J. F. Foster; John F. Gregory; Irwin, Allen & Co.; Rial, Cox & Co.; Stoller & Hill; L. M. Hunter; T. J. Allen; Barse & Snider; A. B. Matthews; L. V. Morse (Supt. Yards); Nofsinger, Harper & Co.; J. K. Proudfit; W. B. Grimes."

On 'Change the grain merchants had a meeting and adopted the following resolutions:

"WHEREAS, Financial events in our city may lead to a feeling of uneasiness in business circles, and as this board has ample evidence as to the ultimate solvency of the First National Bank and the Commercial National Bank, therefore,

"*Resolved*, That our confidence in the integrity of the management of these banks is unimpaired, and we believe fully the statement of their officers, that all depositors and creditors will be paid to the utmost satisfaction of all demands, and we say this, that causeless panic and uneasiness may be prevented.

"*Resolved*, That such is our confidence in these institutions and their officers and stock-holders, that we hope for and desire an early resumption of business, and pledge ourselves to extend all the aid we can to that end—both to the management and to the public."

At the annual election of the Board of Trade, about three weeks preceding these events, Mr. Holden had been unanimously elected president of that institution. Hence, from a sense of delicacy, he sent his resignation to the board, on the 30th, the day following the suspension of the bank. This document was laid before the board on the 1st of February, when, on motion of E. R. Threlkeld, the board voted unanimously for the appointment of a committee to wait upon Mr. Holden and request its withdrawal. That committee in the discharge of this duty presented Mr. Holden with the following note, which further exhibits the sentiment prevailing in the community at the time:

"KANSAS CITY, MO., February 1st, 1878.

"H. M. HOLDEN, ESQ.,

"*President Board of Trade.*

"*Dear Sir:*—At a meeting of the Board of Trade to-day, your resignation as president was tendered, and the undersigned were appointed a committee to return it to you with renewed assurances of our confidence and respect, and to inform you that it is the united wish of the membership that you reconsider your

action, and withdraw your resignation, and that you continue in the office to which you were unanimously elected.

"We indulge the hope that you will cheerfully comply with this request.

[Signed.]

"Yours very respectfully,

"E. R. THRELKELD,
N. J. LATSHAW,
C. E. KEARNEY,
J. D. BANCROFT,
WEB. WITHERS."

A few days later, Feb. 4th, after people had taken time to reflect, the merchants and business men, who were not connected actively with either the live stock or grain markets, called a public meeting at the Board of Trade Hall, to express themselves concerning the matter. This meeting was largely attended and adopted the following resolutions:

"WHEREAS, A combination of circumstances which no reasonable sagacity could foresee or skill prevent has compelled the First National Bank of Kansas City to suspend, and

"WHEREAS, The officers of said Bank have assured the public that its assets are fully adequate to pay all depositors and creditors, and

"WHEREAS, The First National Bank has always stood ready to help the public and private enterprises of Kansas City and the adjacent country, and thereby has exerted a most potent influence in developing the business, commerce and resources of Kansas City and the country, therefore

"Resolved, That we, the merchants and business men of Kansas City, interested as patrons or depositors of the First National Bank, and in the interests and institutions effected by its suspension, have full and complete confidence in the officers of the bank, and in their assurances that all depositors and creditors will be paid in full.

"Resolved, That we believe the suspension of said bank was the result of circumstances that could not have been prevented, and that the officers of said bank are not in any respect blamable therefore,

"Resolved, That the loss we apprehend from said suspension is that incident to the reduction of our banking facilities, should the suspension become permanent, and the withdrawal, from the banking business in Kansas City, of the peculiarly wise and liberal management which has heretofore directed the affairs of the First National Bank, and though it exercised such a beneficent policy in developing the trade and commerce of Kansas City and the resources of the country commercially tributary thereto,

"Resolved, That inasmuch as we have ever regarded the First National Bank as peculiarly the friend of Kansas City, and the strongest supporter and promoter of our trade, that we cannot contemplate its permanent suspension and withdrawal from business except with apprehension of results of the most unfortunate character, and bordering upon public calamity, therefore we wish here to express our earnest hope that it may speedily resume business, and in that event we stand ready to give it the utmost support in our power."

The papers signed by a large number of depositors and expressing sentiments similar to the above were presented and read at the meeting.

The suspension of these banks was a severe blow to Kansas City. Owing to the mildness and dampness of the weather, merchants had been unable to dispose of the stock provided for their winter trade, and the products of the country were still unmarketed. Hence, in addition to being deprived of the assistance that might otherwise have been reasonably expected from the banks, the people suddenly found themselves confronted with the necessity of repaying loans already secured, which caused no little embarrassment, depressed the markets, cut short the

supply of currency for a time, and stopped several enterprises which the people were inaugurating for the ensuing year.

THE BARGE LINES

Among the enterprises thus stopped, and the most important of all, was barge navigation on the Missouri River. The grain business had now attained such proportions that the people felt that this facility must be provided. To that end a meeting was held at the Coates House on the evening of January 17th, at which the matter was referred to a committee consisting of Messrs. H. J. Latshaw, C. H. Prescott, T. J. Lynde, R. W. Quade and F. J. Baird, for the purpose of maturing plans. Two days afterward, January 19th, another meeting was held at which this committee reported, recommending the organization of a Kansas City company with a capital of fifty thousand dollars, to own and operate the barges. The proposition was so favorably received that four thousand, five hundred dollars was subscribed at the meeting. Resolutions were adopted asking Congress for appropriations to remove snags and other obstructions from the channel; and a committee of twenty was appointed to place the stock of the company. On the 20th this committee met at the Coates House and laid out their work, and on the 23d a large public meeting was held at the Board of Trade, which was addressed by Messrs. Col. Coates, H. M. Holden, Hon. Stephen A. Cobb, of Wyandotte, James M. Nave, H. J. Latshaw, Capt. A. J. Baker, T. K. Hanna, John Freeland and Capt. McClelland. The committee of twenty was making very satisfactory progress and had placed about twenty thousand dollars of the stock, and had promises for ten thousand more when the banks failed, after which it was found impossible to place more of it. However, it was believed that the balance could be procured during the spring, and on the 12th of February a meeting of the subscribers decided to organize the company and appointed Messrs. Latshaw and Lynde to prepare the papers. The work of this committee was reported at a meeting held February 14th, at which the company elected as directors for the first year: Messrs. K. Coates, B. A. Sheidley, T. B. Bullene, T. J. Lynde, H. J. Latshaw, John Freeland, J. M. Nave, H. M. Holden, Thomas Corrigan, S. B. Armour, C. H. Prescott, D. B. Powers and John J. Mastin. This company finding it impossible in the existing state of financial affairs to place the remainder of its stock, never filed its papers, but it partly accomplished its objects in another way. On the 20th of March, Messrs. Coates, Latshaw and Freeland went to St. Louis for the purpose of ascertaining if barges could be had. They did not succeed in finding barges that could be bought, but their mission brought them into communication with the Mississippi Valley Transportation company and with the Babbage Transportation company, and they both became so favorably impressed with the project that they sent fleets of barges to Kansas City that year. The first of these fleets to arrive at Kansas City was that of the Mississippi Valley Transportation company, and consisted of the steamer Grand Lake and three barges. It left Kansas City July 5th, taking out 83,540 bushels of corn. The barges connected with this fleet were very large for the river; one of them left our wharf drawing six feet of water, yet there being a good stage of water at the time the fleet reached St. Louis in safety, and without material hindrance. The next fleet was the first of the Babbage company, and consisted of the steamer A. J. Baker and three barges. This fleet made three trips during the season. The first, July 27th, took out 62,038 bushels of corn, the second, August 12th, took out 50,938, and the third, August 31st, took out 44,198 bushels of wheat, and all were very successful. The cost of freight by these barges was, to the shipper, five and a half cents per hundred, including insurance, the railroad rate being about eight cents on corn and thirteen on wheat. It cost the barge companies about two and a half cents to carry the grain to St. Louis, and Capt. Lowery, of the Babbage company, estimated that grain could

then be carried from Kansas City to New Orleans at a cost to the shippers of seven cents, and pay a reasonable profit to the carriers. These facts were regarded as a demonstration of the feasibility of barge navigation of the Missouri River.

THE FAILURE OF THE MASTIN BANK.

The city had fairly rallied from the effects of the failure of the First National and Commercial National Bank, when on the 3d of August the Mastin Bank failed. Prior to the suspension of the First National, that Bank and the Mastin were the two leading banks of the city, hence when the First National failed the Mastin took quite a leading position. Other banks, however, notably the Kansas City, and the Kansas City Savings Association, were brought into much greater prominence by that event. With the failure of the Mastin Bank in August these two became the leading banks. For a time, however, there was considerable embarrassment in business circles, for the lack of currency. The statement of the Mastin Bank at the time of its failure showed a large advance of money to the Water company and considerable investments in mines, and it was probably the tying up of its resource in this way, more than anything else that led to its failure. The capital of the other two banks mentioned was enlarged soon after the failure of the Mastin, and the Armour Bros. immediately began arrangements to establish another bank. This bank was opened for business on the 15th of September, in the room previously occupied by the Mastin Bank, in the Board of Trade, with A. W. Armour, Esq., as President, and C. H. Prescott, for many years previous auditor of the Fort Scott road, as cashier. It at once took a prominent position.

OTHER ENTERPRISES OF 1878.

On the 19th of January a number of leading citizens organized a Mining Stock Board for the purpose of locating here a market for Mining Stock. Col. C. E. Kearney was President, T. F. Oakes and H. M. Holden, Vice-Presidents, Col. John C. Moore, Secretary, and Mead Woodson, Treasurer. It tried to arrange for the opening of the Board May 10th, but did not succeed, and before the close of the year passed into entire quiescence.

BLOODED STOCK SALES.

On the 15th of May there was opened here the first great sale of blooded cattle, the stock coming mainly from the blue grass regions of Kentucky. It was tried as a venture by parties owning the stock, and was so successful that it has been since maintained as a semi-annual sale. At this first sale two hundred animals were sold at an aggregate price of twenty-four thousand dollars. This and subsequent sales have brought into the country adjacent to Kansas City large numbers of blooded animals, the effect of which in the improvement of cattle is already perceived.

THE COURT HOUSE AND POST-OFFICE.

On the 8th of March, a bill authorizing the construction of a public building in Kansas City, for Post-Office and Custom House purposes passed Congress. It was introduced by Hon. B. J. Franklin, of this city, who at that time represented this district in Congress, and provided for a building to cost two hundred thousand dollars, one hundred of which was appropriated at that session. Besides this bill for the benefit of Kansas City, Mr. Franklin secured the passage of a bill authorizing the holding of United States Courts in this city, and introduced a bill providing for the organization of the Indian Territory and its opening to settlement, for the passage of which he made great, but, unfortunately, unsuccessful efforts. In this latter he received the support of the people in unanimous resolutions adopted at public meetings and forwarded to him.

RAILWAY EXTENSION.

The extension of railway lines in which Kansas City was interested during the year was thus stated at its close in the report of the Board of Trade :

"The extension of railroads centering at Kansas City was very considerable during the year. Chief among these extensions was that of the Chicago & Alton from Mexico, Missouri, to Kansas City, making another through line to Chicago and St. Louis. This road was nearly completed during the year, and in a few weeks will be opened for business. The next in immediate importance—probably the most important for this place—was the extension of the Atchison, Topeka & Santa Fe Railroad from Pueblo, Colorado, to Clifton, New Mexico, from whence it is to be rapidly extended to a connection with the Southern Pacific, of California, making a southern trans-continental route, a more valuable and important road than the Union Pacific. This road has also been engaged in building a branch to Leadville, Colorado, which will give railroad facilities to the rich San Juan country. The Central Branch Union Pacific has also extended its line to Beloit, Kansas, which brings to Kansas City the trade of the upper Republican and Solomon Valleys of Kansas. The Kansas Pacific extended its Clay Center Branch to Clyde, and built a branch from Solomon City to Minneapolis, which have the same general effect as the extension of the Central Branch. The Kansas City, Burlington & Santa Fe Railroad was further extended from Williamsburg to Burlington, which brings Kansas City an important addition to her trade from the southwestern part of central Kansas."

The pool that had existed since September 15, 1876, was dissolved on the 16th of March of this year, and was followed with the first severe railroad war in which the lines at Kansas City were ever engaged. This fight was apparently sought by the St. Louis lines, as against those leading to Chicago, and was inaugurated by the St. Louis, Kansas City & Northern, on the 1st of April, with a cut of rates to about one-third. It raged furiously for a short time, when the pool was re-organized.

It was during this year that Mr. Jay Gould first became interested in lines of road leading to Kansas City, since when his operations have led to many lively manipulations. This came about in this way: Mr. Gould was the chief owner of the Union Pacific, which, by its charter, was required to pro-rate in equal terms with the Kansas Pacific, for California business—a thing it had always refused to do. T. F. Oakes, Esq., who had, for many years, been general freight agent of the Kansas Pacific, had now become its general superintendent, and in that position was able to give the company most efficient aid in its long struggle with the Union Pacific, for its charter rights. Early in the year he got Mr. Chaffee, of Colorado, to introduce into Congress a bill to compel the Union Pacific to respect the rights of the Kansas Pacific, and a large public meeting in Kansas City, held February 8th, gave it a strong indorsement, and memorialized Congress on the subject. Similar action was taken at other places, and resulted in the favorable reporting of the bill in March, with a good prospect of its becoming a law. Mr. Gould could not defeat the measure by opposing it, and hence, in April, he sent agents to St. Louis, who succeeded in buying a controlling interest in the Kansas Pacific, and then withdrew the opposition of that company. In June the Kansas Pacific and Union Pacific pooled on Colorado business, but the through rates to California, which the public interested in the Kansas Pacific had been struggling for, and were led to expect, were not granted.

Notwithstanding the bank suspensions and financial embarrassments of the year, 1878 witnessed much substantial progress in Kansas City, due to the large influx of people and money. The population July 1st was estimated by the directory at 50,126, an increase of 8,340 since the same time in 1877, and it was estimated that 5,000 had come in between July and January. There were 706 new

houses built during the year, at a cost of \$1,040,000, many of them elegant business and residence houses.

THE EVENTS OF 1879.

Early in the year 1879 a proposition was made by some of the old members of the old Chamber of Commerce to revive that organization, but after several meetings and a conference with the Board of Trade, the scheme was abandoned and the Committee of Commerce of the Board of Trade was appointed in its stead. This committee has never been an active one, yet several important enterprises have been inaugurated and secured by it, among which was the smelting works and barge line of 1880.

One of its first acts was to memorialize Congress on the improvement of the Missouri River. On the 7th of January Messrs. Camp, McDowell and Poe, Government Commissioners to locate the court house and post-office, arrived in Kansas City, and, after acquainting themselves with the views of the people and examining the different sites offered, accepted the corner of Ninth and Walnut streets, January 25th, and it was purchased for \$8,500 and the work of constructing the building soon afterward begun.

In May a party of United States engineers, under J. W. Nier, Esq., arrived in Kansas City, and commenced work on the improvement of the river a few miles north of the city, an appropriation of \$30,000 for that purpose having been secured by Mr. Franklin. About the same time the first term of the United States District Court was begun in Kansas City, Judge Krekel presiding.

In the latter part of the month, Robert Gillham, a young engineer who had recently located in the city, proposed to improve the means of transit between the western and eastern parts of the city by building a tramway down the Bluff on Ninth street. He secured the interest of many of the best men in the city, but the project has met with such unfavorable treatment at the hands of the City Council that it is still one of Kansas City's uncompleted enterprises.

In August, the first effort was made to organize a Provident Association in Kansas City. Mr. J. T. Howenstein was the projector of this movement and about forty prominent business men joined it; but for lack of attention it was allowed to expire.

In September, much interest was taken in a proposition to convert the roads of Rosedale and Independence into boulevards, but after a number of public meetings the interest was allowed to die out; yet it will doubtless be done at some future time.

This year was one of great activity in business and individual enterprises of all kinds. Trade was rapidly extended in all directions; the population increased, according to the directory estimate, to 60,372. Real estate became very active, and transfers increased \$1,943,350; beside which there were thirteen additions platted and largely sold, some of which were outside the city limits. And there were about thirteen hundred new houses built, at an estimated cost of about \$1,500,000.

RAILROAD MATTERS.

The chief feature of this year was the construction of new railroads in the country in which Kansas City was interested, and changes in ownership of other roads. The report of the Board of Trade for the year, thus summarizes the matter:

"The building of new railroads was revived with the beginning of the year, and the roads in which Kansas City is interested were extended or built branches. The Kansas City, Fort Scott & Gulf Railroad built a branch from Baxter Springs to Joplin; the Kansas City, Lawrence & Southern extended its Independence branch to Greenwood, and is pushing it on to Arkansas City. The main line of the Atchison, Topeka & Santa Fe was extended from Clifton to Las Vegas, New

Mexico, its Cottonwood Valley Branch was extended to McPherson, its Eureka branch to Howard, and its Wichita branch to Wellington and Arkansas City. The Kansas Pacific extended its Clay Center branch to Concordia, its Solomon Valley branch to Beloit, and built a branch from Salina to McPherson. It also bought up and rebuilt and put into operation the old Lawrence & Carbondale road, which had been unused for several years. It also bought up the Denver Pacific from Denver to Cheyenne, and the Colorado Central and Boulder Valley, and the Denver & Rio Grande Railroad. The Central Branch Union Pacific, now a part of the Missouri Pacific, extended its Concordia Branch to Cawker City and built a branch to Kirwin and Stockton. The Atchison & Nebraska Railroad was extended from Lincoln to Columbus, and the St. Joe & Denver to a connection with the Union Pacific. Besides the new railroads thus actually built, much more has been laid out for the coming year. The old ill-fated Kansas City & Memphis road has been sold to a party of Boston capitalists, who propose to build about one hundred miles of it the coming year, and extend it afterward as occasion may require. The Burlington & Southeastern Railroad, which now runs from Burlington, Iowa, to Laclede, Missouri, has announced its intention of coming through to Kansas City during the coming year, and has made four surveys in search of a suitable route. The Kansas City & Northeastern Company has also surveyed a line from Kansas City to Chillicothe, Mo., and expect to begin the construction during the coming year."

"Besides the enterprises here enumerated, the Missouri Pacific Company extended its line between Holden and Paola to Ottawa, and built the old Fall River Railroad from Paola to Leroy; and the Lexington & Southern from Pleasant Hill, on the Missouri Pacific, to Nevada on the Missouri, Kansas & Texas had been projected."

The same report thus states the sales of roads:

"Great changes have taken place during the year in the ownership of the railroads at Kansas City. Mr. Jay Gould and associates, who previously held control of the Union & Kansas Pacific and St. Joe & Denver Railroads west of the Missouri River and the Wabash road east of the Mississippi, bought early in the year a controlling interest in the St. Louis, Kansas City & Northern and consolidated it with the Wabash under the name of Wabash, St. Louis & Pacific. This connected the roads except the Union Pacific, and to make connection with it the Pattonsburgh Branch of the St. Louis, Kansas City & Northern was extended through to Omaha. Soon afterward the same parties bought the Missouri Pacific and the Central Branch Union Pacific and have since consolidated them, making two divisions, connecting with each other at Kansas City. The same parties also bought an interest in the Hannibal & St. Joseph Railroad during the year, and latterly have bought the Missouri, Kansas & Texas."

In addition to the sales of roads here mentioned, the Fort Scott Company bought the Springfield & Western Missouri road in June, and has since completed it to a connection with the main line at Fort Scott; and Mr. Gould bought the Kansas City & Eastern Narrow Gauge in November, and in December it was leased to the Missouri Pacific, which he had previously bought, and became a division of that road. Another important addition to Kansas City's railway facilities was the Chicago, Rock Island & Pacific, which in December made a contract with the Hannibal & St. Joseph Railroad for trackage rights over that road from Cameron, Mo., and it began to run its trains to Kansas City on the 1st of January, 1880.

The year 1879 was characterized by another great railroad war, which seemed to be the result of the completion of the Chicago & Alton Railroad to Kansas City. In view of its early completion the pool was dissolved again on the 12th of April, and a promiscuous cutting of rates opened on the 14th. The Alton, however, was not opened for business until the 18th, and did not begin

running passenger trains until May 13. The war arose over the allotment of its share of business to St. Louis, and was inaugurated by the St. Louis roads. On the 7th of June the war was extended to passenger business also, and for the remainder of the summer passenger rates between Kansas City and St. Louis, and Kansas City and Chicago were but fifty cents; and freight rates went so low that for a considerable time grain was carried from Kansas City to St. Louis for five cents, and to Chicago for seven cents per bushel, and at one time reached the almost incredible limit of three cents to St. Louis and five to Chicago. The trouble, however, came to a close in September, and on the 12th of that month a new pool was formed which took in the Alton.

While this fight was pending, in June and July, the contract between the Hannibal & St. Joseph and the Wabash, by which the latter road used the track of the former from Arnold Station to the bridge, and the contract for right of way across the bridge, expired, and the result was a lively individual conflict between the two roads. It was ended, however, in the Wabash building a track of its own, and making a new bridge contract, but the end of the fight was reached only through the courts.

CITY GROWTH.

The growth of the city during the years included in this chapter was rapid, and the following new additions had been added to the city during this and the preceding year :

- September 3, 1878—Mastin's Sub-division.
- September 3, '78—Park Place Addition.
- December 9, '78—Traber's Sub-division.
- April 19, '79—Hunt's Sub-division.
- May 28, '79—Hyde & Foster's Addition.
- June 11, '79—Lott's Addition.
- November 12, '79—Bovard & Dickson's Sub-division.
- June 28, '79—E. S. Brown's Sub-division.
- July 11, '79—Winter's Addition.
- July 25, '79—R. Salisbury's Addition.
- August 13, '79—Vineyard's Third Sub-division.
- August 18, '79—Woodland Place Sub-division.
- August 23, '79—Marty's Addition to Woodland.
- September 3, '79—Brigham's Addition.
- September 9, '79—Craig's Sub-division.
- October 2, '79—Wm. C. Arrs' Addition.



CHAPTER XVI.

THE EVENTS OF 1880 AND 1881.

The Establishment of the Smelting Works—The Barge Company Organized—The Missouri River Improvement Convention—The Missouri River Improvement Association Formed—Street Improvements—Col. Van Horn's Election to Congress—Railway Construction and Railway Changes—The Great Flood of 1881—The Growth of the City—Statistical Exhibit of the City's History.

One of the earliest events in 1880 was the opening of the American Union and Atlantic and Pacific telegraph offices in Kansas City, which occurred on the 5th of January. The Atlantic and Pacific had, at one time before, had an office in Kansas City, but several years previous this company had been bought out by the Western Union, and was under the control of that company. When this sale took place the office in Kansas City was abolished. The American Union was a new company, organized about two years before by Mr. Jay Gould, and having now completed an extensive system of lines, was put into operation, and the Atlantic & Pacific was again put into operation to fight it.

Besides some cutting in rates little occurred to affect the interests of Kansas City until February 27th, when the Union Pacific Railroad Company, with which the Kansas Pacific had been consolidated in January, and which was now controlled by Mr. Gould, took possession of the Western Union Wires along the old Kansas Pacific road. This was done by force, and on the ground that the railroad needed them for its own business, but the real object doubtless was to unite them with the American Union system. This led to litigation which resulted in the restoration of the wires to the Western Union Company, by order of the United States Courts, on the 15th of April. All three of these companies continued to operate in Kansas City until January, 1881, when they were consolidated and all offices abolished except the old Western Union.

THE SMELTING WORKS.

The project of smelting and refining works for the smelting of the ores of Colorado and New Mexico, had been discussed for several years in Kansas City. T. F. Oakes, Esq., was probably the first man to propose it, and that was while he was general freight agent of the Kansas Pacific Railway. Early in the year 1879 the Committee of Commerce of the Board of Trade took up the subject, and tried to organize such an enterprise, but as there was no man available who understood the practical part of the business, little was done with it until December, when Col. W. N. Ewing, who had had charge of the Copper Hill Works, in Colorado, came to Kansas City and took an interest in it. During the four months following stock was placed to the amount of fifty thousand dollars, and the company was organized May 12, 1880, with Col. C. F. Morse as President, John Doggett, Vice-President; W. H. Miller, Secretary; and J. M. Coburn, Treasurer. Col. Ewing was engaged as Superintendent, and immediately set about the construction of the works, which were completed and ready for operations by the middle of November. Col. Ewing then went to Colorado to buy ores, where he met with Messrs. Aug. R. Meyers and N. Wetherill, of Leadville, proprietors of two large smelters there. They wanted some place for a refinery where that part of the work could be done more advantageously than it could be in Leadville, and, after a conference with Col. Ewing, they came to Kansas City and submitted a proposition to the company to take an interest in it, and increase

the capacity of the works to double that originally designed. This proposition was accepted, the stock increased to \$160,000, and the works have since been doubled in capacity.

THE INDIAN TERRITORY MOVEMENT.

During the year 1879, there had been much discussion throughout the west of a proposition to forcibly invade the Indian Territory, and take possession of a large body of land there, to which the Indian title had been extinguished. This discussion caused the enforcement of the Indians tax upon the numerous herds of cattle held in or driven through the Territory, and caused some herds to be driven out of it. This was quite an injury to cattle men. Early in 1880 this agitation was resumed; a company for the purpose of effecting such invasion and settlement had been organized in Wyandotte, December 24, 1879. A meeting called for the purpose of giving this movement a good send off, was held at the Board of Trade Hall, March 4th, though its real object was not publicly disclosed. The meeting was largely attended, and was addressed by Hon. B. J. Franklin, Colonel E. C. Budinot, a Cherokee, and other prominent men, and adopted a memorial to Congress, strongly urging the opening of the Indian Territory. It gave little countenance, however, to the proposed illegal invasion. The agitation continued, however, and before the close of the year a large number of people joined it, and under the lead of a man named Payne, got as far as Caldwell, Kansas, in the direction of the promised land.

NEW PAVEMENTS.

Early in March, Mr. B. F. Camp, patentee of the Camp pavement, came to Kansas City, with a proposition to pave the streets with that pavement. The City Council, after much discussion of the matter, made a contract with him to pave Fifth street, between Bluff street and Broadway, as a test. The work was begun late in the year, and is yet unfinished, but the people are so well pleased with the pavement that it is to be laid on Wyandotte street, between Fifth and Ninth, and probably some others. This is the first permanent pavement laid in Kansas City, though there are many miles of macadam, made of common limestone.

THE BARGE LINE.

The year 1880 saw the long discussed project of barge navigation of the Missouri River put upon a sure footing. The agitation of this subject, which had annually presented itself for discussion since 1872, was brought about by a combination between the Missouri Pacific and Union Pacific Railroads, which went into effect April 14th, and by which freight from the line of the latter road was taken through to St. Louis at much less cost than the rate from the same places to Kansas City, and thence to St. Louis. This hurt the live stock and grain markets badly for a few days, until other roads leading east from Kansas City were informed of it, and cut rates from Kansas City east. This awakened the people to the nature of the power into whose hands the railroads had fallen, and warned them of the danger. Protection was sought in the utilizing of the river. In the latter part of April a meeting of the Committee of Commerce of the Board of Trade was held, at which this plan was decided upon. The secretary was instructed to prepare a memorial to the people of the city on the subject, which was done May 2d, and a subscription to stock in a barge company, to have a capital of one hundred thousand dollars, was at once put into circulation. On the 8th of May a meeting was held at the Board of Trade Hall, for the purpose of fostering the movement; and at this meeting it was decided to call a river improvement convention, to consist of representatives from all prominent places along the river,

and for all the section of country to be affected by the improvement of the river. Colonel K. Coates, chairman of the Committee of Commerce, was made chairman of a sub-committee to place the stock of the barge company, and he did a large part of the work personally. Several meetings of the committee were held during the summer, but it was not until December that the matter was finally consummated. On the 6th and 7th of that month, meetings of the subscribers to the stock were held, and at the latter a proposition was presented from Capt. Thomas Poe, of St. Louis, who had commended the Babbage fleets in 1878, to put in the boat Peerless, which he owned, as stock in the Kansas City Company. At this time \$65,000 had been subscribed in Kansas City. Messrs. Colonel Coates, Witten McDonald and H. J. Latshaw were appointed a committee to visit and negotiate with Captain Poe in St. Louis, and they left at once for that city. Within a few days the remainder of the stock was subscribed, and the company was organized, with Colonel Coates as president, Witten McDonald as secretary, and Jos. S. Chick treasurer. Captain Poe was engaged as commander and general manager. Five barges have since been bought, and early in the spring of 1881, the fleet made its first trip between St. Louis and New Orleans, while waiting for the Missouri River to open.

THE RIVER CONVENTION.

As was mentioned above, at one of the meetings in the interest of the barge enterprise, it was proposed to hold a convention at Kansas City to memorialize Congress on the improvement of the Missouri River. This was the first effort ever made for an improvement of that stream on an extended scale. The Committee of Commerce of the Board of Trade caused a memorial on the subject to be prepared, and issued it with a call for the convention for September 21st. The objects sought by this movement cannot be better explained than by the memorial sent to the country, which was as follows :

BOARD OF TRADE, }
KANSAS CITY, August 7th, 1880. }

To the People of the Missouri Valley :

The undersigned, the committee of commerce of the Board of Trade of Kansas City, address you at this time for the purpose of inviting your attention to the importance of improving the Missouri River, and if possible of securing your co-operation in measures looking to that end. The object had in view is to secure congressional appropriations adequate to pay for such improvements of the river as will make it an adequate channel for the commerce of the Missouri Valley country, and the immediate expenditure of such appropriations in the actual work of improvement.

It is true that in the present state of information concerning the Missouri river no estimate can be made of the extent of improvement that will be necessary, nor of the aggregate cost of such work when completed, but accurate surveys of the river by competent engineers will soon develop both facts. Such surveys we propose as the first thing to be done, and we feel assured by the general knowledge of the stream and by the expressed opinions of eminent engineers that the improvement needed and outlays required will be found far within the reasonable capacity of the Government and not exceeding the improvement and outlays bestowed upon other American waters of like or less importance.

As stated above, the object of such improvement is to make the stream an adequate channel for the commerce of the whole Missouri Valley country. It is a well known fact that water transportation of equal perfection with the best other methods costs but a small fraction of the best and cheapest of other meth-

ods. Among the methods now in use it is found that the railroad is the only competitor of water routes, and it is found also that with its greater speed and all other advantages it possesses it is still unequal to water routes, except where the latter are so unimproved as not to admit of the use of the most expeditions and economical craft. The capacities of the Missouri River, in this respect, have been tested, and even in its present wholly unimproved state it has been found far superior to railroads, although the dangers of its navigation are such as to make men hesitate to put their money into the necessary craft. In 1878 four tows of barges loaded with grain were taken from this city to St. Louis. The transportation of this grain, including insurance, cost the shippers five and a half cents per bushel, when the railroads were at that time, charging thirteen cents on wheat and eight cents on other grain. There was a saving therefore of seven and a half cents on the wheat and two and a half on the corn to the shipper; but the most significant fact in connection with these shipments was that it cost the carriers but two and a half cents per bushel including insurance, which enabled them to make a little over one hundred per cent. while saving the shippers the amount above stated. With this experience before them, the carriers estimated that, with improvement of the river, grain can be carried at a handsome profit to carriers from Kansas City to New Orleans for seven cents per bushel. Now from New Orleans to the European markets it costs but three cents per bushel more than from our Atlantic ports. The rates from Missouri River points to the Atlantic ports are usually about thirty-six cents per bushel on wheat and thirty-three on other grain. Thus it is found that the difference in favor of the river route is, to the seaboard twenty-nine cents per bushel on wheat and twenty-six cents on other grain. Deduct from these the three cents excess which it costs from New Orleans to European markets and we find that the river route will save twenty-six cents per bushel on wheat and twenty-three on other grain. These figures represent the additions that will be made to the present profits of producers, for the price of grain at every railway station in the Missouri Valley are the prices in European markets less carriage, and the reduction in cost of carriage does not affect European prices. A reduction in that item makes a corresponding addition to the profits of the American producer. Nor is this all; the proposed improvement will bring the farm lands of the Missouri Valley as near market, so far as regards cost of carriage, as the farm lands of New York and Pennsylvania, and it will make them worth more than the lands of those States, in proportion to their great fertility, instead of one-tenth the value as they are now. With such a change in the situation the increased prosperity of the Missouri Valley country is something that cannot be estimated in advance.

We use here the rate from Kansas City only because that rate has been tolerably defined by experience, not because we suppose that, with proper improvement of the river, the business would be monopolized by Kansas City; for in that event every point on the river would have its share; and the ascertainment of what the difference would be from Kansas City but illustrates what it would be proportionally from all other points on the river. It must be borne in mind also, that grain is not the only product we export, and, therefore, the saving in that item but serves to illustrate what it would be proportionally on other products, such as pork, bacon, lard, mess beef, dairy and barnyard products and field products other than grain. Nor is this all; a like saving would be found in the cost of imported articles, which constitute the staple of our merchandise and the freight charges for which constitute the bulk of present cost. These are too numerous to be enumerated here. With such double saving of such extent, the increased prosperity of the country is not a thing to be estimated. It is something of far more than local importance, for so considerable a portion of our common country could not be thus benefited without all parts feeling its beneficial effects. Thus, in what we propose to ask of the General Government, we

appear not in the attitude of supplicants for a local favor, like the improvement of a harbor, the building of a court house or light station, but we seek an improvement that will be felt in the remotest parts of the country and that will benefit the whole people.

We feel, however, that the people of the Missouri Valley have a right to such improvement of their river without reference to other considerations than local benefit. The revenues of the Government are derived from internal taxation and from custom duties. Of the former, we pay in proportion to the amount of the business taxed that we have among us. The latter, while paid immediately by the importers, is added to the price of imported articles, and is paid ultimately by the consumers. Thus it happens that we pay our share of this part of the revenues also. Among other expenditures the Government annually pays large sums for improvements of the same class as the one we claim, and as the money thus expended is drawn from the revenues contributed by the whole people we have heretofore paid our proportion of such as have been made. Our river being the only considerable stream in the United States that has heretofore received no attention, we feel, in view of the benefit to be derived from its improvement, that we have a right to claim that it shall now be done at public expense, the same as like improvements have been made elsewhere.

We are induced to present this matter at this time for two reasons. The first is that, with the settlement of political disturbances in the States about the mouth of the Mississippi River and the jetty improvements made thereat, the trade of the Mississippi Valley country is rapidly falling into its old river channel. Two years ago one line of barges on the Mississippi river from St. Louis south, was found adequate, while now two are required. These are over-taxed with business and have usually contracts for months ahead, notwithstanding they have so increased their capacity as to have enlarged the tows beyond all precedent, accompanied, of course, with an equally unprecedented increase in the amount of property conveyed. Such being the present tendency of commerce, the Missouri Valley should be prompt to avail itself of it, and take such measures as will secure its share of the benefits. The second reason is that, the people of Kansas City have subscribed nearly all the money required to put a line of barges on the Missouri River and will soon organize a company for that purpose. This line of barges is proposed simply as a pioneer line, and if we can secure the improvement requisite to make it a successful venture the way will be open for similar enterprises from all points, which will fill the entire navigable river and make its advantages equal to all alike.

Accompanying this will be found a call for a convention at Kansas City in September, the purposes of which convention is to bring together people from all parts of the Missouri Valley to discuss the matter, to define and organize public sentiment concerning it, and to provide the means and measures for enforcing that sentiment upon congressional attention.

Very Respectfully,

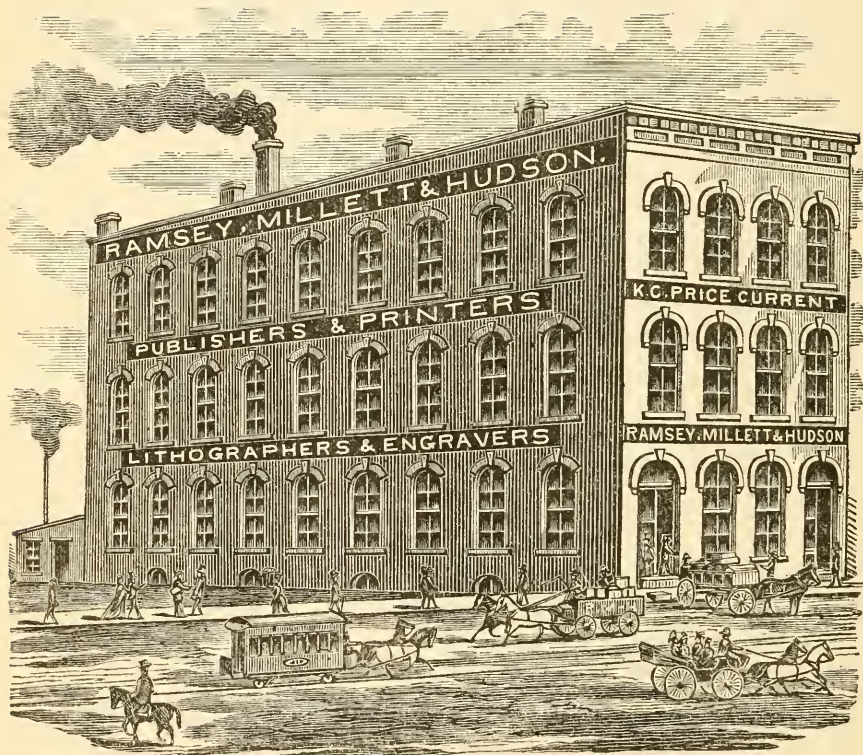
K. COATES,
T. B. BULLENE,
H. M. HOLDEN,
E. H. ALLEN,
S. B. ARMOUR,
E. L. MARTIN,
J. M. NAVE,

R. T. VAN HORN,
H. J. LATSHAW,
C. E. KEARNEY,
T. F. OAKES,
BENJ. McLEAN,
F. B. NOFSINGER,
C. H. PRESCOTT,

M. MUNFORD,

Committee of Commerce.

The convention was largely attended, as the following list of delegates will show :



RAMSEY, MILLETT & HUDSON'S PUBLISHING HOUSE, KANSAS CITY, MO.

MISSOURI.

Merchants' Exchange, St. Louis—E. O. Stanard, A. O. Grubb, W. H. Scudder, Henry Armstrong, George J. Kinsley, N. G. Larimore, Francis W. Crane, Walter S. Barclay, Capt. T. H. Handbury, A. P. Guibert, John D. Hinds, C. B. Carter, H. B. O'Reilly, Hugh Gilham, F. W. Smith, C. S. Rogers, John D. Rankin, P. F. Shirmer, Fred. Schwartz, H. W. Olmstead, O. M. Edgeley, Thos. Warren, Jr.

Boonville—Jno. S. Elliott, W. Speed Stephens, S. Merstetter.

St. Joseph, City—J. A. Piner, G. W. Belt, Seymour Jenkins, M. M. Claggett, E. V. Riley, Wm. Fitzgerald, J. A. Owens, Maurice Hickey, James H. Ringo, C. W. Campbell, Mike Gleason, Stephen Geiger.

St. Joseph Board of Trade—John D. Clue, Hanson Gregg, H. R. W. Heartwig, W. A. P. McDonald, J. M. Frazier, E. D. Marsh, J. A. Owens, F. S. Sommers, A. N. Schuster, Isaac Weil.

Buchanan County—Dr. Stringfellow, Judge P. M. McIntire, E. V. Riley.

Miller County—J. M. Ullman, T. E. E. Tumber, P. S. Miller, A. Falkerson.

Vibbard, Ray County—Thos. R. Grant.

St. Charles—Glover Johns, Hon. A. A. Stonebraker, J. K. McDearmon, T. F. McDearmon.

Eighth Mo. Con. District—Hon. S. L. Sawyer.

Lexington—James Davis, John Reid, George S. Rathbun, W. V. L. McClelland, John E. Corder, J. Q. Plattenberry.

Moberly—Hon. G. F. Rothwell.

Jefferson City—Dr. J. G. Riddles, J. R. Willis, H. W. Kolkmeier.

Richmond—C. J. Hughes, E. F. Esteb, S. B. Crispen, L. C. Centwell, J. T. Child, J. D. Bogie.

Saline County—Dr. M. T. Chastian, Hugh Gilliam, Jas. D. Dill, W. L. Irvine, Judge S. M. Thompson, W. L. Erwin.

Kansas City Board of Trade—K. Coates, H. J. Latshaw, R. T. Van Horn, Frank Askew, E. H. Allen, S. B. Armour, W. A. M. Vaughan, T. B. Bullene, W. S. Gregory, T. K. Hanna.

Kansas City—J. M. Nave, M. Munford, Geo. J. Keating, John W. Reid, A. L. Mason, B. J. Franklin, C. F. Morse, E. L. Martin.

Washington—T. W. B. Crews.

NEBRASKA.

Arago—Joseph Kitt.

Lincoln Board of Trade—S. G. Owens, L. C. Pace, T. P. Kennard, L. Meyer, H. J. Walsh, J. M. Burk, A. J. Buckstaff.

KANSAS.

Monticello, Johnson County—R. T. Bass.

Abilene—W. R. Dyer.

Severance—A. W. Waters.

Parsons—T. C. Cory, A. G. Cory.

Iola—J. H. Richards.

Wyandotte City—J. S. Stockton, H. M. Northrop, J. P. Root, B. Judd.

Wyandotte County—V. J. Lane, D. E. Cornell, S. N. Simpson, John Arthur, D. B. Hadley, E. L. Beusche.

Kansas City, Kansas—B. M. Brake, C. H. Van Fossen, S. N. Simpson, W. S. Carroll, L. E. James.

Olathe—Alfred Taylor, John Hindman, T. J. Kay, Wm. Henry, Hiram P. Mitchell.

Emporia—H. C. Cross, Lewis Lutz, S. B. Warren.

Leavenworth—Hon. W. M. Fortescue.

Doniphan County—F. Harpster.

Girard—E. Fanger.

Columbus—Lewis Prell.

Besides the prominent gentlemen embraced in this list of attending delegates, there were a number of letters from others. Among these were Geo. L. Wright and Capt. E. W. Gould, of St. Louis; Senators Saunders, of Nebraska, Cockrell, of Missouri, and Allison of Iowa.

Gov. Stanard, of St. Louis, presided at the convention and W. H. Miller, of Kansas City, was secretary. It continued its session for two days, and adopted the following resolutions:

WHEREAS, The Missouri Valley country, including two-thirds of Missouri, one-third of Iowa, and all of Kansas and Nebraska, but not Dakota and part of Montana, which might be properly added, embraces an area of over 215,000 square miles, contains a population of 4,000,000 people and a taxable wealth of \$700,000,000, produces annually nearly 500,000,000 bushels of grain, and is increasing in population, wealth and productiveness at a rate not less than five per cent per annum. And

WHEREAS, Water transportation is the cheapest known to commerce, and can be supplied to the commerce of this vast area of country by the Missouri River, which is naturally one of the most easily navigated rivers in the world, for ten months in the year, and was prior to the creation of artificial obstructions, a great highway of commerce, and which with the removal of artificial and accidental obstructions can be made available for economical craft, adequate to the wants of the country, whereby the cost of transportation will be reduced fully one-half, and landed property enhanced in value more than fifty per cent.

WHEREAS, The banks of this river are composed of a rich alluvial soil, inadequate to withstand the force of its current, whereby thousands of acres of valuable lands are annually swept away; and

WHEREAS, It has always been the policy of the General Government to appropriate money for the improvement of rivers and harbors, and to prevent the property of citizens from destruction by the incursive action of great streams; having thus expended \$200,000,000, of which but \$657,500 have been expended on the Missouri River; therefore,

Resolved, That this convention, representing Missouri, Iowa, Kansas and Nebraska, most respectfully, but most earnestly, demand that Congress bestow upon the Missouri River a consideration commensurate with the magnitude of the interests to be served by its improvement, and immediately provide for a thorough remedy for all artificial obstructions it has permitted to be created by railway bridges, for the thorough removal of all accidental obstructions, such as snags and drifts of floating timber, and for a thorough survey of the river by competent engineers, with a view to determining the speediest and most economical plan of deepening its channel, and protecting the property of the citizens along its banks.

Resolved, That we also demand that when such surveys shall have been made and such plans approved, that Congress shall make such appropriations and take such other action as will secure the speediest, permanent and adequate improvement of said river.

Resolved, That in view of the magnitude of the interests to be served by such improvement, the additions thereby to result to the profits of industry and the value of landed property in the Missouri Valley, it is the judgment of this convention that devotion to such improvement should be a test of qualification for the offices of senator and representatives in Congress, Governor and members of State Legislatures. And, therefore, we would recommend to all political parties that they refuse to nominate for these offices men not known to be so devoted to this interest, and to the people that they refuse to support at the polls candidates

who do not stand pledged to the public to hold this interest paramount, and to make all reasonable effort to secure the ends herein sought.

Resolved, That for the purpose of inculcating this last resolution, to see that existing laws relating to bridges be observed, to collect and compile statistical and other information relating to the subject, and to impress upon representatives and senators in Congress the importance of the improvement desired, the convention proceed now to organize a permanent Missouri River Improvement Association, which shall continue to keep alive this interest until the ends sought shall have been obtained.

Resolved, That the president of this convention appoint a committee of three to prepare a memorial to Congress embodying the action of this convention and the policy demanded, to be forwarded when prepared to the officers of the respective Houses of Congress, and to the senators and representatives from the States here represented.

Resolved, That the survey of the Missouri River, now in progress and nearly completed from its mouth to Sioux City, should, in the opinion of this convention, be continued up to Fort Benton, Montana.

Before closing its session the convention organized a permanent association, to be known as the Missouri River Improvement Association, and elected the following list of officers :

PRESIDENT.

Col. Kersey Coates, Kansas City, Mo.

VICE-PRESIDENTS.

Hon. E. O. Standard, St. Louis, Mo.

John A. Scudder, " "

Dr. J. P. Root, Wyandotte, Kan.

W. M. Fortescue, Leavenworth, Kan.

John Hinman, Olathe, Kan.

Hon. Charles Robinson, Douglas Co., Kan.

P. B. Maxon, Emporia, Kan.

John A. Martin, Atchison, Kan.

S. J. Crawford, Topeka, Kan.

Geo. W. Belt, St. Joseph, Mo.

Gen. C. W. Blair, Fort Scott, Kan.

J. R. Willis, Jefferson City, Mo.

John S. Elliott, Boonville, Mo.

Col. John Reid, Lexington, Mo.

Geo. R. Buckner, St. Charles, Mo.

J. J. Hochstetler, Nebraska City, Neb.

T. P. Kennard, Lincoln, Neb.

J. S. Stockton, Wyandotte, Kan.

John W. Chapman, Council Bluffs, Ia.

Hon. Alvin Saunders, Omaha, Neb.

P. P. Elder, Ottawa, Kan.

Hon. T. D. Thacher, Lawrence, Kan.

W. S. Carroll, Kansas City, Kan.

W. R. Dryer, Abilene, Kan.

H. J. Lathshaw, Kansas City, Mo.

R. T. Van Horn, " " "

SECRETARY.

William H. Miller, Kansas City, Mo.

EXECUTIVE COMMITTEE.

Col. Kersey Coates, Kansas City, Mo.

H. J. Latshaw, " " "

Col. R. T. Van Horn, " " "

E. O. Standard, St. Louis, Mo.

Dr. J. P. Root, Wyandotte, Kan.

W. M. Fortescue, Leavenworth, Kan.

G. W. Belt, St. Joseph, Mo.

It also appointed as a committee to prepare a memorial to Congress on the subject of the improvement of the river, Messrs. Col. R. T. Van Horn and W. H. Miller, of Kansas City; Dr. John Stringfellow, of St. Joseph; Hon. T. Dwight Thacher, of Lawrence, and George L. Wright, of St. Louis.

THE RECEPTION OF GEN. GRANT.

In May it was ascertained that Gen. Grant would, in July make a long promised visit to Kansas City, and the people began to prepare for an appropriate

reception for the distinguished soldier and ex-President. Meetings were held and a committee appointed. This committee, which was very large, appointed sub-committees on reception, banquet, finance, decoration, procession, transportation, invitations and music, each of which entered at once on the discharge of its duties. Gen. Grant came on the morning of July 2d, and was met some distance from the city on the Chicago & Alton Railroad by the reception committee, consisting of Mayor C. A. Chace, Gen. John W. Reid, Col. R. T. Van Horn, J. M. Nave, Esq., President of the Board of Trade, Geo. H. Nettleton, L. R. Moore, J. D. S. Cook, Rev. Dr. Bell, Dr. D. P. Bigger, Col. J. H. Dayton, Rev. Thos. Haggarty, Rev. B. F. Watson and Col. H. Wood, of Kansas City. J. T. Crowder, superintendent of Meriam Park; Maj. A. Pickering, of Olathe; W. S. Chick, of Shawnee; S. N. Simpson, of Riverview; D. B. Hadley, of Wyandotte; J. B. Albert, of Desota; J. B. Bruner, of Gardiner; Alexander Davis, of Spring Hill, and Rev. D. P. Mitchell, of Hutchins, Kansas. On the arrival of the party at the Union Depot, they were met by Gov. J. S. Phelps, of Missouri; Gov. J. P. St. John, of Kansas; Mayor Stockton, and Dr. J. P. Root, of Wyandotte; and other distinguished gentlemen from Kansas. The distinguished party, attended by many citizens of Kansas and Kansas City went to Meriam Park, a few miles from Kansas City, on the Fort Scott road, for the afternoon, and on this occasion that park was formally opened to the public. Returning to the city the banquet was attended in the evening, and the next day there was a military and civic parade, which was reviewed by Gen. Grant from a stand erected for that purpose at the junction of Main and Delaware streets. The parade was an extensive and imposing affair. It was led by mounted police, followed by the band of the 19th U. S. infantry. Following this came the carriage drawn by four horses, containing Gen. Grant, Col. Van Horn, of Kansas City, and Gen. C. W. Blair, of Fort Scott, attended by a company of Union veterans. The military companies followed, and there were in the procession, the Craig Rifles, of Kansas City; the Drought Rifles, of Wyandotte; Paola Rifles, of Paola; Saxton Rifles, of St. Joseph; Carthage (Mo.) Light Guards; Company K, Kansas Volunteers, from Council Grove; Capital Guards, from Topeka; Ottawa Cadets, a finely drilled company of boys; the Ottawa Rifles, Metropolitan Guards, of Leavenworth; Missouri Guards, of Kansas City; St. John Battery, and Winfield Rifles, of Winfield, Kansas; the St. John Guards (colored), of Lawrence, Kansas. The fire departments of Kansas City and Wyandotte and a long line of civic exhibitors, beside numerous bands of music, among which was the Dolby Female Band, of Independence, Kansas. The stands along the line of march were elaborately decorated with flags and flowers.

For two days the people of Kansas City, and the numerous visitors from Kansas and Missouri, gave themselves up to the enjoyment of the occasion, and made it one of the most notable affairs in the history of the city.

THE CONGRESSIONAL CAMPAIGN.

So far in this history it has not been deemed necessary to refer to the conflicts or triumphs of political parties, except in a general way to the conflict about slavery in Kansas, and that of 1860 leading to the great war of the rebellion. The contest for member of Congress from this, the Eighth district of Missouri, during the fall of 1880 had more than ordinary significance, and may properly enter into this history. The district contains about 23,000 voters, of which nearly two-thirds are Democrats. From 1870 to 1878 that party had uniformly elected the member of Congress by large majorities. In 1878, however, a division had arisen in the party, which resulted in a revolt against the regular nominee, Col. John T. Crisp, and the presenting of Judge Samuel L. Sawyer, of Independence, as an independent Democratic candidate. He was more acceptable to the Re-

publicans than Col. Crisp, and as the choice lay between them, the Republicans voted for Judge Sawyer, and he was elected. In 1880 a division again arose, and Col. Crisp, of Independence, and Hon. D. C. Allen, of Liberty, were both presented by the Democratic party under such circumstances that one seemed to be about as much the regular candidate of the party as the other. This situation gave the Republicans hope, and on the 7th of October they nominated Col. R. T. Van Horn, believing that his long and faithful devotion to the commercial interests of Kansas City and the Missouri Valley, would give him greater strength with the people than any other candidate they might nominate. His canvass was made as a business man's canvass against mere politicians, and his election was urged specially on account of his services to this section when in Congress from 1866 to 1870, and on account of his well-known devotion to the improvement of the Missouri River. The result was his election by a plurality of seven hundred and thirty-nine, and it has always been construed as the verdict of the business men of Kansas City and the district in favor of a business representative rather than merely a political one. It was the first fruit of the third resolution of the River Improvement Convention in September.

THE PROVIDENT ASSOCIATION.

The idea of a provident association, for the relief of worthy poor, presented itself again in the fall of 1880, and on the 22d of November such an association was organized, with Col. T. S. Case, President; George H. Nettleton, Vice-President; C. S. Wheeler, Secretary; W. P. Allcut, Treasurer, and F. M. Furgason, Superintendent. During the winter it collected and distributed several thousand dollars and relieved much distress.

THE RAILROADS.

Movements in railroad matters affecting Kansas City were very active during the year 1880, as they had been during 1879. The new roads built were the Lexington & Southern, from Pleasant Hill, on the Missouri Pacific, to Nevada, on the Missouri, Kansas & Texas. It has since been consolidated with the Missouri Pacific, and trains are now run from Kansas City by that route over the M., K. & T. to Texas. The Manhattan, Alma & Burlingame road was built in Kansas from Burlingame, on the Atchison, Topeka & Santa Fe, to Manhattan, on the Union Pacific. The Fort Scott road built a branch from Prescott, Kansas, to Rich Hill, Missouri, to reach the coal fields of Bates county, Missouri. This road also built the long-desired switch from the main line near Turkey Creek into the southern part of the city. The Wabash road built a line into Chicago in July, thus adding a fourth through line between Kansas City and Chicago; and the Atchison, Topeka & Santa Fe extended its main line west, reaching El Paso, New Mexico, soon after the close of the year. In March, 1881, this road connected with the Southern Pacific, of California, making a second trans-continental line by way of Kansas City, but it has not, at this writing, been opened for trans-continental business. The Fort Scott road also built part of the line between Fort Scott and Springfield, and decided to extend this line to Memphis, Tennessee. There were also some other extensions, but nothing very important.

There were many changes in lines already existing. The Central Branch Union Pacific west from Atchison became a division of the Missouri Pacific, in January, and was afterward, in March, consolidated with the Union Pacific. Later in the year the Kansas City, St. Joseph & Council Bluffs road was sold to the Chicago, Burlington & Quincy, and the Kansas City, Lawrence & Southern to the Atchison, Topeka & Santa Fe. And in May the Missouri, Kansas & Texas was leased for ninety-nine years by the Missouri Pacific, and virtually consolidated with it. In February the general offices of the Union Pacific were con-

solidated and located at Omaha, and in May the long-contended-for through rates to the Pacific Ocean by this line were granted Kansas City.

A number of new enterprises were also inaugurated. The first of these was the revival of the old Memphis road. The Kansas City party by whom this interest had been bought, sold it in December, 1879, to Messrs. Lyman and Cross, of the Missouri, Kansas & Texas Railroad, but they failed to execute the contract. It was again contracted in January to Mr. J. I. Brooks and friends, by whom it was re-organized as the Kansas City & Southern, in June. This company was composed of Theodore Welderbald, W. P. Campbell, John E. Young, and John Sidle, of Illinois, Lloyd B. Fuller, of Emporia, Kansas, and E. L. Martin, of Kansas City. Besides a few surveys, nothing was done during the year, but early in 1881 the company was re-organized, a new contract was made for the property, the capital stock of the company increased, and its early continuation provided for. In January, 1880, the Wyandotte, Oskaloosa & Western Narrow Gauge Company was organized in Wyandotte, but it did nothing and soon became quiescent. In March the Union Transit Company was organized in Kansas City for the purpose of taking charge of and facilitating switching among the various companies operating here. A large amount of land was purchased west of the Kaw River for yards, but they have not yet been put into operation. The Directors of this company were Geo. H. Nettleton, Col. C. F. Morse, J. S. Ford, T. F. Oaks, and Wallace Pratt. In April the Des Moines & Kansas City Railroad Company was organized in Des Moines, Iowa, for the purpose of building a line to Kansas City, and it is now at work making its survey. In December the Kansas City Railway Company was organized in Kansas City, with T. B. Bullene, President, and J. N. Finley, Secretary. This company proposes to build a road from Kansas City by way of Baldwin City, Osage City, and Council Grove to Salina, Kansas. About the same time the Kansas City, Nebraska, and Northwestern Railroad Company was organized in Kansas City with Col. K. Coates, President, W. H. Miller, Secretary, S. B. Armour, Treasurer, and T. J. Lynde, general manager. It proposes to build a road from Kansas City, by way of Oskaloosa and Valley Falls, Kansas, to Falls City, Nebraska.

This year was not destitute of the annual railway war. This was brought about by the opening of the new Wabash line into Chicago, in July, though hostilities did not break out until October 16th. The fight raged with great fierceness for a few days, when it was temporarily stopped only to break out again in a few weeks with increased violence. It soon involved the roads leading to St. Louis, and before the close of the year the roads east of Chicago and St. Louis, and became far more general than any previous war.

THE GREAT FLOOD OF APRIL, 1881.

The chief event of interest since the close of 1880, except as already mentioned, was the flood of April, 1881, which was the greatest rise in the river at Kansas City since 1844, and at points above was reported greater than that celebrated flood. The winter preceding had been unusually long and cold, having begun at Kansas City about the 20th of November, nearly one month earlier than usual. There was also an unusual snowfall throughout the Missouri Valley. In the latter part of March the weather became as warm as was due to the season in a few days' time, and the snows in Kansas and Nebraska were converted into water, flooding some parts of the latter State and doing much damage. Early in April the water from this source reached the Missouri River and caused it to rise to within a few inches of the highest point reached since 1844, when the water subsided for a few days. It began to rise again in the upper river about the middle of April, flooding Omaha and other up-river places, and doing much damage. This rise soon reached Kansas City. On the 26th it broke over a levee that had been built to protect the bottom lands opposite the city, and the bottom

became flooded. At this time nearly all the bottom lands from Sioux City to Kansas City were under water, the river in most places presenting the appearance of a great lake from four to ten miles wide. There were many fine farms inundated, and thousands of people left their homes in boats where such water had never been known before, since the settlement of the country. About the 25th of April it began to threaten the western part of Kansas City, and parties went to work at low places throwing up embankments to prevent its breaking over into the streets. This work was ineffectual, however, for on the 28th it flooded a large part of the "bottoms," as it is called, surrounded the packing houses and disabled several elevators, among which were "A," Union, and State Line, in the west bottoms. At this time the river covered the entire bottom north of the city. Harlem was submerged, part of the houses washed away, and railroad operations on that side of the river suspended. Part of the embankment leading to the bridge was washed away, together with nearly three miles of the track of the Kansas City, St. Joseph & Council Bluffs Railroad, while the Hannibal and Wabash were much injured. The Hannibal and Rock Island roads, however, continued to operate to Randolph Bluffs, making the connection to Kansas City by steamboat, while the Wabash transferred its business to the Chicago & Alton. The Missouri Pacific was, for a time, unable to reach Kansas City with its trains, and the Union Pacific used the track of the Atchison, Topeka & Santa Fe from Topeka, in consequence of the inundation of its track between Armstrong and the Kaw River. Armourdale, lying in the vicinity of this road on the west side of the Kaw River, was completely flooded. Still the water continued to rise and at its highest point, which it attained on the 30th of April, it stood twenty-seven feet above low water mark. The people from a large part of West Kansas, lying south of Ninth street and between Wood street, Kansas City, Kansas, and the bluff at the Advance Elevator, had to leave their homes, and for a time large numbers of them were quartered in the Exposition buildings. The destitution and suffering caused by this fact was very great, aside from the loss of property, and relief measures became necessary. About five thousand dollars were raised for this purpose. After the 30th of April the water subsided rapidly, and by the 3d of May had withdrawn from the lowest part of the city, and within ten days afterward the railroads were so far repaired that trains were resumed as usual. This flood has been suggestive of the necessity of preparing for the protection of the lower part of the city, which subject was soon afterward brought to the attention of the council by a message from the mayor.

THE GROWTH OF THE CITY.

During 1880, and up to the present time in 1881, the growth of the city was as rapid as in 1878 and 1879. The United States census of 1880 accredited Missouri Valley cities with populations as follows:

Kansas City proper	55,813
Kansas City and adjoining towns included in the same commercial city	62,977
Leavenworth	16,550
Atchison	15,106
St. Joseph	32,484
Council Bluffs	18,059
Omaha	30,518
Topeka	15,451

The growth of business in Kansas City during 1880 is best shown in the clearing house statement, which, for 1879, was \$68,280,251.55, and for 1880 \$101,330,000.00. Real estate transfers this year were \$5,467,900 as against

\$3,604,072 for 1879, and the following new additions were added to the place during the year and the first three months of 1881:

January 6, '80—Armstrong's Addition.
 January 20, '80—J. L. Brown's Sub-division.
 February 7, '80—Murdock's Addition.
 February 28, '80—Smart's Partition No. 1.
 February 28, '80—Smart's Partition No. 2.
 February 28, '80—Smart's Partition No. 3.
 March 30, '80—P. S. Brown's Addition.
 March 3, '80—Loring's Sub-division.
 March 12, '80—Hope & Twitchell's Sub-division.
 March 18, '80—Aldine Place Sub-division.
 March 18, '80—Adam's First Addition.
 June 1, '80—R. G. Estill's Re-survey.
 June 25, '80—Primrose Hill Sub-division.
 March 22, '80—S. C. Moody's Sub-division.
 March 22, '80—Whipple's First Addition.
 March 30, '80—Bellmere Place Addition.
 March 30, '80—Hazzard Place Sub-division.
 April 1, '80—Austin's Addition.
 April 2, '80—B. E. Dye's Sub-division.
 April 28, '80—Wornall's Addition.
 May 5, '80—Phelps Place Addition.
 June 12, '80—P. S. Brown's Re-survey.
 October 2, '80—City Park Addition.
 October 5, '80—Dudley & Cook's Addition.
 October 13, '80—Whipple's Second Addition.
 December 29, '80—Clatanoff & Stowe's Re-survey.
 December 13, '80—Brown & Brook's Sub-division.
 January 19, '81—Winningham's Sub-division.
 January 20, '81—Ellison & Murdock's Addition.
 January 20, '81—Murdock's Sub-division.
 January 25, '81—Re-survey Payne's Addition.
 February 1, '81—Cosby's Addition.
 February 28, '81—Commissioner's Plat Payne's Addition.
 March 7, '81—Amended Plat of Hyde & Foster's Addition.
 March 14, '81—Forest Place Sub-division.
 March 15, '81—William Askew's Sub-division.
 March 15, '81—Haefner's Second Addition.
 March 22, '81—Haefner's First Addition.
 March 30, '81—Forest Home Addition.

A STATISTICAL EXHIBIT.

The following statistical exhibit will show at a glance the growth of Kansas City since its beginning:

POPULATION.

STATEMENT showing the population of Kansas City at different periods.

1838.	300	1871.	36,000
1846.	700	1872.	40,115
1855.	300	1873.	40,740
1857.	2,000	1877.	41,786
1858.	5,185	1878.	50,126
1859.	8,000	1879.	60,372
1865.	5,000	1880.	62,977
1870.	32,260		

WEALTH.

STATEMENT showing the assessed valuation of Kansas City at different periods.

1846	\$ 500,000	1870	\$ 9,629,455
1858	1,802,000	1871	10,191,910
1861	1,814,320	1872	10,957,250
1862	1,448,284	1873	12,708,290
1863	1,313,790	1874	12,357,730
1864	1,698,460	1875	11,728,750
1865	1,922,670	1876	8,923,190
1866	3,587,875	1877	9,370,287
1867	3,710,813	1878	9,092,320
1868	5,978,068	1879	10,706,660
1869	8,408,111	1880	13,378,950

NOTE—The decline from 1873 to 1876 was due to changes in standard of valuation.

CLEARINGS.

STATEMENT showing the clearings of the Kansas City Clearing House, by months, for a series of years.

	1876.	1877.	1878.	1879.	1880.
January	\$ 5,156,094 03	\$ 7,137,329 46	\$ 5,971,704 01	\$ 4,604,911 00	\$ 8,009,700 00
February	4,566,721 09	4,704,922 97	1,471,811 18	4,286,200 13	6,285,100 00
March	4,302,291 87	5,463,610 38	2,052,400 00	4,405,301 00	7,412,600 00
April	4,605,502 34	5,270,327 02	2,283,800 00	4,092,101 10	7,116,600 00
May	4,664,984 17	5,206,200 86	2,361,312 14	5,052,501 11	7,642,600 00
June	5,742,539 11	5,256,514 19	1,924,740 00	4,713,700 00	7,713,600 00
July	4,769,684 32	5,112,389 32	2,696,111 34	4,696,901 21	7,780,400 00
August	4,448,729 19	5,548,123 17	2,235,213 64	5,601,400 00	8,039,400 00
September	5,504,501 35	6,337,525 72	3,390,711 23	6,252,200 00	8,092,200 00
October	6,915,521 82	6,892,287 14	5,533,511 00	9,087,200 00	9,684,900 00
November	5,857,918 92	6,129,097 17	5,542,801 01	7,215,700 00	11,772,900 00
December	6,306,420 55	6,154,684 11	5,236,201 01	8,271,836 00	11,830,000 00
Total	\$62,840,608 76	\$69,213,011 51	\$41,000,317 56	\$68,280,251 55	\$101,330,000 00

INTERNAL REVENUE.

STATEMENT showing the amount of Internal Revenue paid to the Government by Kansas City for a series of years.

On what Account.	1875.	1876.	1877.	1878.	1879.	1880.
Beer	\$ 9,114 10	\$ 11,642 50	\$ 11,598 00	\$ 13,752 00	\$ 14,198 00	\$ 16,742 00
Cigars	11,717 00	16,365 60	16,911 65	16,107 50	21,922 00	26,530 60
Tobacco	28,877 09	22,054 56	11,954 13	5,010 82	6,252 40	5,357 32
Licenses	11,669 00	20,000 00	11,384 00	11,110 00	14,264 16	17,789 42
Banks	3,708 66	5,524 31	5,524 11	6,935 20	12,444 00	28,712 14
Spirits	7,059 20		14,155 10	4,740 00	6,600 00	7,200 00
Penalties			2,758 20	2,460 13	5,000 00	420 00
Total	\$ 72,144 95	\$ 75,586 97	\$ 74,285 19	\$ 60,115 65	\$ 80,680 56	\$102,751 48

TABLE SHOWING THE MOVEMENT OF FREIGHT FOR FOUR YEARS.

Years.	Received, Pounds.	Forwarded, Pounds.
1877	1,852,900,694	1,621,900,538
1878	2,425,995,917	2,038,366,446
1879	3,188,710,298	2,739,752,881
1880	4,629,344,019	2,911,892,163

THE POST-OFFICE.

COMPARATIVE STATEMENT.

	1875	1876	1877	1878	1879	1880
Receipts from general business, viz : sale of stamps, box rent, etc	\$39,768 08	\$52,000 90	\$64,221 51	\$77,241 53	\$98,948 01	\$123,953 09
Total expenses of the office, including clerk hire, rent, postmaster's salary, etc.	16,756 83	17,558 19	17,201 04	17,790 46	19,051 37	22,463 96
Total expenses of the carrier system	9,057 02	8,888 32	8,525 87	8,272 44	10,470 85	14,397 97
Net profits of the office	13,954 23	25,544 38	38,495 60	51,178 63	69,425 82	87,091 16
Number of money orders issued	6,997	7,435	9,198	12,317	14,532	16,174
Amount received for the same	93,666 37	104,861 74	125,314 05	183,406 42	208,029 59	222,549 45
Number of money orders paid	18,289	19,133	24,986	35,167	44,598	58,059
Amount of the same	350,012 50	353,609 17	397,363 15	582,186 61	722,355 22	832,782 36
Registered letters received for city delivery	9,158	13,056	21,376	20,338	19,372	39,857
Registered letters sent from the city	2,202	2,258	3,181	4,099	9,050	13,712
Total number of pieces delivered by carriers	2,262,620	2,558,963	3,006,704	3,486,530	4,626,317	5,758,016
Total number of pieces collected from the street letter boxes	950,739	1,163,029	1,778,980	1,677,939	1,849,005	2,573,831
Total pieces handled by letter carriers	3,213,359	3,721,992	4,485,685	5,161,821	6,466,322	8,331,347

REAL ESTATE.

Statement showing the transfers of Real Estate in Kansas City for a series of years. — Furnished by Kelly & Burton's Abstract Office.

MONTH.	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880
January	\$ 141,989	\$ 149,175	\$ 111,500	\$ 190,238	\$ 96,190	\$ 85,175	\$ 83,475	\$ 167,824	\$ 101,600	\$ 364,650
February	146,616	228,884	173,225	159,245	129,440	90,200	86,050	151,728	128,400	353,800
March	175,040	191,108	145,427	182,160	145,245	109,150	114,350	139,905	243,900	659,250
April	211,745	162,728	186,025	257,033	204,150	63,125	181,350	176,914	1,843,828	518,000
May	186,530	174,927	167,091	241,704	113,450	109,475	93,350	161,470	285,700	354,600
June	171,482	117,746	151,480	155,025	89,560	134,775	210,550	108,180	200,000	574,900
July	164,932	147,117	137,626	177,020	179,600	108,660	103,350	110,514	178,400	311,850
August	148,065	104,978	177,096	170,275	105,125	94,535	112,300	124,542	236,700	293,150
September	96,415	99,906	158,580	95,875	157,880	105,050	139,200	169,745	214,500	449,700
October	163,709	208,860	93,035	125,780	243,575	91,825	133,250	141,360	359,600	397,000
November	337,898	182,063	130,970	136,950	116,475	77,175	137,600	110,200	295,000	420,850
December	236,013	49,995	131,000	87,350	84,800	57,200	151,150	98,400	275,000	563,300
Totals	\$2,080,434	\$1,812,477	\$1,809,058	\$1,978,627	\$1,632,330	\$1,126,335	\$1,545,975	\$1,660,722	\$3,604,072	\$5,461,250

CHAPTER XVII.

SOCIAL DEVELOPMENT OF KANSAS CITY.

The History of the Press—Local Societies—Masons—Odd Fellows—Knights of Pythias—Other Secret Orders—The Churches, Schools and Social Institutions.

“THE JOURNAL.”

The *Journal* was established by a stock company composed of William Gillis, W. S. Gregory, H. M. Northrup, J. S. Chick, M. J. Payne, Dr. B. Troost, E. M. McGee, Thompson McDaniels and Robt. Campbell, and made its first appearance in October, 1854, under the name of *The Kansas City Enterprise*, with D. K. Abeel, Esq., as printer and business manager, and William A. Strong, Esq., as editor. One previous attempt had been made by a Mr. Kennedy to establish a paper called the *Public Ledger* but it failed, and its failure led to the organization of the above named company. In October, 1855, Col. R. T. Van Horn purchased the paper and took editorial charge. In 1857 its name was changed to *The Western Journal of Commerce*. About this time Col. Van Horn took into co-partnership with him Mr. D. K. Abeel, who had remained with the paper from its first issue. In June, 1858, a telegraph line having been built from St. Louis to Boonville, Messrs. Van Horn & Abeel made arrangements for telegraphic reports, receiving them by express from Boonville, and established a daily edition, which made its first appearance on the 15th of June, 1858. In the summer of 1860 Col. Van Horn sold his interest in the paper to Mr. Abeel, but continued his editorial connection with it until the war broke out in 1861. Mr. Abeel continued the publication of the paper as sole proprietor until June 14, 1863, when he sold it to T. Dwight Thacher, now editor of the Lawrence, Kansas, *Journal*. It was suspended, on account of the war, March 7th, 1861, and continued suspended for about a year, though it was issued as a daily news bulletin from May 16th to August 20th, 1861. March 23d, 1865, Mr. Thacher sold the paper, Col. Van Horn and A. H. Hallowell being the purchasers.

On the 2d of March, 1867, Col. Van Horn having been elected to Congress, retired from the paper, and on the 28th of April following, Mr. Hallowell sold it to Messrs. Foster, Wilder & Co. On the 9th of March, 1870, Col. Wilder was shot and killed by James Hutchinson, about a personal matter, and Mr. Abeel again became connected with the paper by the purchase of the interests held by Col. Wilder and Smith Baker. On the 30th of August, 1871, Col. Van Horn purchased the interest of C. G. Foster, and on the 15th of February, 1872, the *Journal* Company was organized and incorporated under the State laws. Col. Van Horn continuing as editor, Mr. Abeel continued as business manager until August 9th, 1872, when he disposed of his stock in the company and was succeeded by Isaac P. Moore, Esq. Mr. Abeel, Chas. N. Brooks, M. H. Stevens and W. A. Bunker purchased a controlling interest in the paper and took charge of it August 8th, 1877, Col. Van Horn retaining his interest and continuing as editor-in-chief. On the 10th of January, 1881, Messrs. Abeel, Brooks and Bunker retired, and A. J. Blethen became business manager.

Since its first issue, under Col. Van Horn's management, in October, 1855, the *Journal* has been an able and influential paper. From that date it became thoroughly and fully devoted to Kansas City's commercial development, and has since been a most potent and watchful advocate. During the years intervening prior to the war its columns teemed with projects and schemes for the ad-

vancement of the city, and among these was outlined and developed every railroad project which Kansas City has realized. And in subsequent years it has been none the less ardent and devoted in the development of other projects calculated to advance Kansas City's commercial welfare. At the same time it has always stood prominent as a newspaper, careful and consistent in its positions, and newsy, without being sensational. It was Democratic until the war, and supported Douglas, in 1860, since which time it has been one of the leading Republican papers of Missouri.

Its stock is now \$40,000, and during the past year has sold at a high premium. It owns its own building, an elegant structure on the corner of Sixth and Delaware streets, worth probably \$50,000. It is issued daily, tri-weekly, and weekly, and has a very large circulation, considering the population of the city in which it is published, the daily alone averaging nearly 10,000 per day. To print this large edition it now runs a Scott-Webb Perfecting press, the third of its kind set up in the United States. It receives the paper in a continuous roll, prints it on both sides from stereotyped plates at the rate of 15,000 per hour, and delivers it folded for the mail or carrier. The position of the *Journal* in public esteem is unsurpassed by any western paper, and in influence, character, and circulation, it stands at the head of Missouri Valley journals.

THE "KANSAS CITY TIMES."

On Tuesday morning, September 8, 1868, the first number of The *Kansas City Times* was issued. In starting the *Times* there was experienced that risk which every journalist that attempts to establish a new paper, encounters. For some time after its first issue the venture did not prove a success financially, but its later managers possessing a determination to succeed, in time placed it on a solid foundation.

The first paper was an eight-column folio, the size of the sheet being $26\frac{1}{2} \times 44$ inches. At its head it bore the national Democratic ticket for president and vice-president, and also for State officers. B. R. Drury & Co., were proprietors. On December 22, 1868, the paper changed hands, and a company was organized under the name of The *Kansas City Times* Publishing Company. Messrs. Wm. E. Dunscombe, Chas. Durfee, J. D. Williams and R. B. Drury were elected directors. Mr. Williams served as business manager, and Messrs. John C. Moore and John N. Edwards, editors. In April of 1869, Mr. James E. McHenry was installed business manager, and held the position until June 28th of the same year, when he was succeeded by C. E. Chichester. On September 29th, 1869, the office was removed to the corner of Fifth and Main streets, and on February 20th, 1870, the company was dissolved and the paper sold at public sale. Mr. Chas. Dougherty, of Independence, together with John C. Moore and John N. Edwards, were the purchasers. The paper moved along with varying fortunes until the 20th of August, 1871, when it again changed hands, and passed under the management that has controlled it since that time. Amos Green was elected president; Thos H. Mastin, treasurer, and M. Munford, secretary and general manager of the new company. John N. Edwards was made editor-in-chief. In September of that year the *Times* removed to commodious quarters on Missouri avenue, between Main and Delaware streets. On January 3d, 1872, the paper appeared in a new dress and enlarged to a nine-column folio. With that issue an extensive review of Kansas City was given in a supplement. The great panic of '73 was safely passed, and after the gloomy days the *Times* smiled happy and serenely. In April, 1872, Messrs. Mastin transferred their interests to Messrs. Green and M. Munford, and later Mr. J. E. Munford acquired an interest. In May of 1875, Mr. Green sold his interest to Messrs. Munford. The "Old *Times* Publishing Company" was then dissolved, and on November 29, 1875, the property was transferred to the present organization,

"The *Kansas City Times* Company," which Messrs. Munford, in connection with Mr. Samuel Williams, had organized. Upon the retirement of the latter in 1878 his stock was purchase by the company. The directors of the company after Mr. Williams' retirement were James E. Munford, Morrison Munford and Chas. E. Hasbrook; and the officers were James E. Munford, President; M. Munford, Secretary and General Manager; and Chas. E. Hasbrook, Vice-President and Business Manager.

The enterprise of the *Times* has been marked. It was the originator of the great Oklahoma movement for the purpose of opening up the Indian Territory; in 1876 it published a nine column twenty page review of Kansas City; it controlled a special train carrying its own papers containing the proceedings of the Kansas Legislature, between Kansas City and Topeka; on the 15th of September, of the Centennial year, it established a branch office at Denver, Colorado, publishing a Colorado edition during the presidential campaign; and previous to the nomination of a Democratic candidate for the Presidency 1876, it published an edition in St. Louis in opposition to the nomination of Samuel J. Tilden. These wonderful enterprises characterized the *Times* as the New York *Herald* of the west.

On the 20th of August of the present year, the *Times* will have been under the sole control and management of the present general manager for ten consecutive years. From a mere shell of a newspaper when he took it in August 1871, it has grown and increased steadily, keeping pace with the growth of the city and section until now it is pre-eminently one of the "institutions" of Kansas City. It occupies its own building on Fifth street between Main and Delaware, where it has one of the finest counting-rooms in the city—and a thoroughly equipped outfit of machinery, presses, etc., required to publish its immense circulation. It is a newspaper establishment that any city of 100,000 inhabitants might well feel proud of.

THE KANSAS CITY "MAIL."

The Evening *Mail* Publishing Company was incorporated as a stock company May 4th, 1875, by a few prominent business men of Kansas City, with E. L. Martin as President and John C. Gage as Treasurer, having for its object the publication of a journal opposed to the movements of the water works clique as it then existed. Col. John C. Moore was acting editor-in-chief.

In April, 1876, Mr. E. L. Martin resigned his official connection with the company, M. James T. Kelley being elected to the vacancy. John C. Gage and T. V. Bryant also resigned as directors, their places being supplied respectively by Col. John C. Moore and Frank Grice. Messrs. Moore, Kelley and Grice, all practical newspaper men, having come into possession of the stock, were publishers and proprietors of the Evening *Mail*.

On April 29th, 1876, a re-organization of the company was effected, and at a meeting of the directory John C. Moore was elected President, Frank Grice Secretary, while J. T. Kelley held as Director and Business Manager.

On the 7th of May, 1877, Joseph B. Strickland was admitted to the company, and held the practical position of foreman of the mechanical department and was elected director. Meantime Mr. Grice had retired, his stock having passed through W. Scott Ford to Strickland. Col. Moore was yet president of the company, while the secretaryship had fallen to J. T. Kelley, upon the retirement of Frank Grice. On the above date the title of the company was changed to "The *Mail* Publishing Company," the word "Evening" at the same time disappearing from the title page of the paper. At a meeting held November 22d, 1877, Col. Moore resigned his connection and retired from the *Mail*, having assigned his stock to Messrs. Strickland & Kelley. Mr. J. B. Strickland was chosen president and Mr. A. D. Gerard secretary of the company. A new pro-

prietorship was effected December 3, 1877, by the purchase from Messrs. Kelley & Strickland of a controlling interest in the stock by Messrs. A. A. Whipple and T. Ambert Haley, the latter becoming president and Mr. Strickland, who still held an interest, being secretary. The organization took on a better working shape than it had presented since the first few months of its history, and the forward movement of the paper indicated the results. Mr. Haley took active position as business manager, Mr. Whipple as treasurer, and Mr. Strickland as head of the typographical department.

On the 6th of May, 1878, A. A. Whipple transferred a portion of his stock to his brothers, B. F. and Wayne Whipple, after which the organization stood as follows:

Wayne Whipple, President.

B. F. Whipple, Secretary.

A. A. Whipple, Treasurer.

Directors—A. A. Whipple, T. A. Haley and J. B. Strickland.

Major W. W. Bloss was political editor, Wayne Whipple city editor and Mr. Haley, business manager.

September 4, 1878, Mr. T. A. Haley and Whipple Bros. having sold their interests in the Kansas City *Mail* to S. M. Ford and Samuel Williams, Mr. Haley tendered his resignation as director and business manager. Mr. Ford was elected to these vacancies and the secretaryship. Messrs. Whipple also retired. On the day following an election was held with the following result:

S. M. Ford, President.

Samuel Williams, Secretary.

Directors—S. M. Ford, Samuel Williams, J. B. Strickland.

On the 20th of January, 1879, the interest of S. M. Ford was purchased by John C. Shea and Col. Williams, and a few months later the interest of J. B. Strickland was bought by W. L. Campbell.

The organization of the *Mail* Publishing Company, as it now exists, is John C. Shea, President; Samuel Williams, Secretary. Directors—Samuel Williams, John C. Shea, W. P. Campbell. The above gentlemen occupy the following positions on the paper:

Samuel Williams, Editor.

John C. Shea, Business Manager.

W. L. Campbell, City Editor.

The growth of the *Mail* has been remarkable. In the winter of 1878-9 the *Mail* suffered severely from the effects of fire. The present management found the material of the paper in ashes and cinders. The expense of fitting up a respectable place of business on Missouri avenue was considerable, but the increase of business in the spring and summer of 1879 cleared the office of indebtedness and left a margin for future operations. So flattering was the outlook in the beginning of the present year that a new three-revolution Hoe press was ordered and a removal to a more commodious building determined upon.

The *Mail* is now issued from its new office in the "Mail Building," 115 West Sixth street.

THE EVENING STAR.

Recognizing the fact that Kansas City had become a metropolis and should have metropolitan adjuncts, Messrs. M. R. Nelson and S. E. Morss, formerly proprietors of the Fort Wayne (Ind.) *Sentinel*, came to this city in the fall of 1880 and established *The Evening Star*, a low priced afternoon journal, similar in size and style to those which have proved so popular and profitable in all the other large cities of the country. The first number of *The Evening Star* appeared on the 18th of September. The paper was a success from the beginning, and at once secured a very large circulation. This has constantly increased, and the

business of the paper has grown so rapidly that on the first of March it was enlarged and removed to more commodious and convenient quarters at No. 14 West Fifth street, where it is at present located.

The Evening Star has achieved a remarkable success, which its publishers ascribe to the fact that it is enterprising, thoroughly independent in politics, and furnished at a very low price. It is now well established on a firm basis, and is universally recognized as one of the institutions of Kansas City.

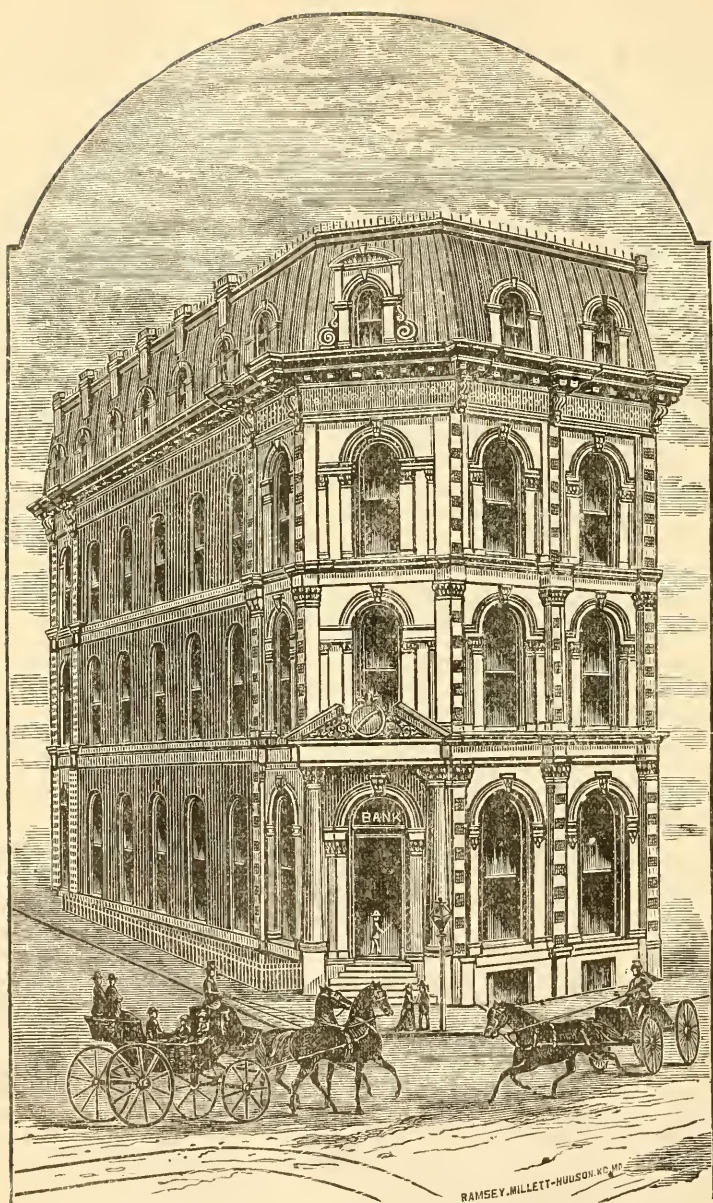
“THE PRICE CURRENT AND LIVE STOCK RECORD.”

The history of this paper has been the history of the commercial growth of Kansas City and the live stock interest of the New West. The driving of Texas cattle to Kansas having reached such importance by 1871 as to attract capital and general attention that a publication in support of this growing trade was suggested, the *Drover*, a small folio paper, was started under the auspices of the railroads, Frank L. Hise, editor. It ran eighteen months, when it changed hands. Henry Dickson took it and changed its name to the *Cattle Trail*, making a more general advocate of the live stock business tributary to this market. In 1874 it was again sold, E. W. Perry, now of Chicago, becoming its purchaser. Our jobbing commission trade had grown by this time to considerable importance. Messrs. Perry & Co. made their paper more general in character and called it the *Price Current and Live Stock Reporter*. The paper at once took its stand among the first commercial journals of the west, and soon made for itself a high reputation. In 1875, the publishers, Messrs. Ramsey, Millett & Hudson, purchased a half interest, and the year following, bought full control. Charles E. Hasbrook, now business manager of the *Kansas City Times*, was given its business management and A. D. Simons became its editor, and the paper was steadily pushed forward. It had by this time won for itself a permanent place among the leading papers of its kind in the west and the recognized exponent of trade matters and the live stock interest of this section. It was enlarged to a six column folio in 1876, and in the fall of 1879 changed into a six column quarto and enlarged its scope, the rapid settling up of the country west of us and its development opening up new fields of labor and necessitating a broader conduct of the paper. All matters pertaining to the material interest of the New West is now touched upon. The blooded stock and agricultural interests receive increased attention and commercial matters are more liberally treated.

About the beginning of the year 1878, Messrs. Hasbrook and Simons both withdrew and Cuthbert Powell, Esq., took charge of the editorial management of the paper and has conducted its columns since, with constantly increasing interest.

“THE COMMERCIAL INDICATOR.”

This publication was established on the 4th day of April, 1878, by Messrs. Etue, Holmes & Simons, as a six-column commercial journal, giving special attention to the grain, live stock and produce markets of Kansas City, and the live stock and agricultural interests of the country commercially tributary thereto. Messrs. Etue and Simons, who had special charge of the editorial conduct of the paper, were both well known in the city as superior commercial reporters, both having, at different times, filled that department of the *Kansas City Times*, and Mr. Simons more lately having been identified with the *Price Current*. With such a start, and with such editors, the new journal was successful from the first beyond the expectations of its publishers. They owned and conducted a job printing office, in connection with the publication of the *Indicator* until the first of December, 1878, when the copartnership was dissolved, Mr. Holmes retiring and taking the job office, leaving the *Indicator* to Messrs. Etue and Simons. About three weeks afterward the office was destroyed by fire, but such was the energy and enterprise of the publishers that they procured new material, and



BANK BUILDING, CORNER FIFTH AND DELAWARE STREETS.

continued their paper and the market circular issued in connection with it, without the loss of an issue. In April, 1879, the paper was enlarged to seven columns to the page, and since that time the pressure of has been accommodated by the use of smaller type, the publishers preferring this course to making their paper too large and unwieldy for the reader.

In January, 1880, the *Indicator* published a very complete statistical review of the live stock and grain trades, and of the general commerce and trade of Kansas City. Its reports of the Kansas City markets are used daily by the Western Associated Press, and as authority on markets and commercial intelligence generally, it occupies a leading position among western commercial journals. It has now become a large and valuable interest, and like most of the great papers of the country, has been built up with its own earnings. Such is its standing that its opinions are freely quoted by the great dailies of St. Louis, Chicago, New York, and other cities.

In addition to the *Indicator*, Messrs. Etue and Simons publish the *Merchant's Exchange Daily Indicator* and *Daily Live Stock Report*, both of which were established by Mr. P. D. Etue, in January, 1877. The *Daily Live Stock Report* was the first publication of the kind in Kansas City, and is now the only one, though several others have been brought into existence and died, since it was established.

“THE KANSAS CITY REVIEW OF SCIENCE AND INDUSTRY.”

This publication was first issued in February 1877 by Col. Theodore S. Case, and has been successfully maintained as a monthly scientific magazine. It is now in its fifth year in an enlarged and improved form. The idea of the publication was thus stated by the editor in the first issue.

“The increasing taste for scientific study which now-a-days manifests itself among all classes of readers, and the evident impossibility of any considerable number of them being able to spare the time necessary to examine the score of journals and magazines devoted to its special branches and subjects, have given rise to the belief that a periodical consisting of a careful *resumé* of the most important inventions, discoveries and treatises of eminent, practical workers in the various departments of science and industry would be a convenience and of service to such persons, and might meet with sufficient encouragement to make it a success.” * * * “As announced in our prospectus, this periodical will have for its object the popularizing of Science, and will be devoted to the interests of the artisan, the mechanic, the farmer and the household as well as of the more scientific reader.”

The *Review* has been carefully conducted with close reference to this idea, and has met with the approbation and support of many of the best and most prominent scientists of this country and of Europe, many of whom have contributed original articles to its columns. It has also been the recipient of a great many compliments from the most noted scientific magazines and journals of the world.

Owing to the liberality of the Kansas City people, who feel it their duty, and make it a matter of pride to support every worthy enterprise originating here, it has succeeded beyond the publishers expectations, and is almost self-sustaining, the editor taking such pleasure in the work as to induce him to make up its deficiencies rather than discontinue its publication. Being a western publication, devoted to western interests, research and discovery, and the exponent of western thought and western theories, it merits the cordial support of western people and ought to, and it is believed will, soon become a source of profit to its able and enterprising publisher. It is a sixty-four paged octavo monthly and is furnished to subscribers at two dollars and fifty cents a year, or twenty-five cents by the single number.

Among its contributors during the past year were Profs. G. C. Broadhead, G.

C. Swallow, F. H. Snow, E. A. Popenoe, E. L. Berthoud, H. S. Pritchett, A. J. Coutant, T. B. Smith, F. W. Clarke, F. E. Nipher, J. T. Lovewell, E. T. Nuson, S. H. Trowbridge, Drs. Ivon D. Heath, A. S. Child, Chas. H. Sternberg, Geo. Halley, Col. R. T. Van Horn, and a large number of other western writers of more or less note, beside such eastern scientists as Prof. H. C. Bolton, Prof. C. V. Riley, Dr. S. W. Williston, Capt. H. W. Howgate, Isaac P. Noyes, Prof. O. T. Mason and Prof. John Rae, F. G. S., of London, and M. F. Connor, of Paris.

“MIRROR OF PROGRESS.”

This is a weekly journal devoted to the dissemination of philosophic free thought and scientific knowledge. It was established by David Eccles and E. P. West, of Kansas City, the first number being issued the 28th of June, 1879. The object was declared to be “To afford a channel for the unrestricted flow of honest opinion.” “It will be devoted to science, art, literature, physics, metaphysics, philosophy, in a general sense, and whatever tends to an intelligent, honest individuality, and independence of thought.” “We are aware,” they say, “of the grave responsibility we assume; but, with the honest support of the lovers of truth, we hope to do something toward developing the good which is innate in our race, and to add in some degree to the happiness of mankind.”

Mr. Eccles retired from the paper with the twenty-second number on the 13th of December, 1879. In his valedictory he assigns as a reason for so doing, “the relentless strain of a prolonged financial depression compels me most reluctantly to sever my connection with this paper and at the same time bury a most flattering ambition.”

The *Mirror of Progress* was continued under the management of Mr. West until Nov. 20, 1880, when Dr. A. J. Clark, of Indianapolis, Ind., became associated with it under the name of *Progress*. Dr. Clark's association with the paper was very brief owing to the culmination of circumstances not anticipated when entering upon the work. His retirement left Mr. West again the sole heir to the venture.

On the 17th of March, 1881, the transfer of the paper, under the old name of the *Mirror of Progress*, to Mrs. Mattie Parry Krekel and Mr. David Eccles, who was formerly associated with it, was consummated, and Mr. West's connection with it was severed after an association of more than twenty months from the beginning of the enterprise. Mr. West, on leaving the paper, said:

“On the 28th day of June, 1879, more than twenty months ago, the *Mirror of Progress* began its battle for existence amid opposing forces, sometimes environed by trying difficulties, and has become firmly rooted in the vast field of journalism, and, I hope, in the affections of a generous people; or those, at least, who seek, through mental freedom, the elevation and happiness of man. I have devoted my entire time as faithfully as I could, and without pecuniary compensation, besides the expenditure of large sums of money to establish the paper. In this I have succeeded; the *Mirror of Progress* is firmly fixed among the journals of the day, and although I may not enjoy its fruits, it is no small satisfaction to know that I have planted and nourished to a vigorous growth in the west a journal devoted to the highest human aspiration, mental freedom and the amelioration of the human race.

Mr. Eccles, on the 7th of May following, “retired,” leaving Mrs. Krekel the sole owner and manager of the paper. Under her able management, the *Mirror of Progress* may be considered permanently fixed. She has the means as well as the inclination to continue its publication; and, although new in the editorial field, she has won an enviable distinction and greatly improved the paper in the limited time she has controlled it. By the inspiration of genius Mrs. Krekel has the happy faculty of saying just the right thing at the right time, and

with the assurance that she will keep pace with the progressive tendencies of the age there is every assurance of success.

THE WESTERN NEWSPAPER UNION.

The Western Newspaper Union, 529 Delaware street, is one of the branches of a strong corporation, the principal office of which is located at Des Moines, Iowa. The company have a paid-up capital of \$100,000, and have large and thoroughly equipped houses at Des Moines, Kansas City, Omaha, and St. Paul. They are now furnishing sheets to more than 400 newspapers in the great "New West," with an aggregate circulation of more than 200,000 copies weekly. In addition to this they have a large and rapidly increasing wholesale paper trade and an extensive and growing stereotyping business. The Kansas City house was established in 1877 by W. A. Bunker and others. When the present corporation was formed, those associated with him retired from the concern and he was appointed manager. The business of this branch has increased to such an extent as to render their present quarters inadequate, and a building is now being erected on the corner of Ninth and Ann streets for their use. This structure will be 30x120 feet and four stories high, with basement and sub-cellar. When completed it will be one of the largest and most convenient printing establishments in the country. This enterprise will not absorb any part of the working capital of the Western Newspaper Union, the necessary funds being supplied from the private resources of two members of the corporation.

The success of this concern furnishes another example of what may be accomplished in the rapidly developing west when business ability and ample capital are employed. Every member of this corporation is a practical newspaper man, and devotes his entire time and attention to the furthering of its interests. It is therefore not surprising that they have achieved a degree of success of which they may well be proud.

The following history of the societies and churches in Kansas City has been compiled for this history by Mrs. J. D. Parker:

CHURCH OF THE IMMACULATE CONCEPTION.

The early records of this church date back as far as 1834, when Father Benedict Roux had charge of the congregation, which had been previously organized by some Jesuit Fathers from St. Louis, probably in 1825. The church records of this earlier date were swept away in the great flood of 1844, and the earliest record now extant is of a baptism which was performed by Father Verrey in February, 1834. During the stay of Father Roux the first log church was built and served the needs of the scattering congregation embraced within an area of fully twenty square miles, for upward of twenty years. Father Bernard Donnelly, the first stationary pastor of western Missouri, was sent, in the summer of 1845, to take charge of the mission at Independence and Kansas City, then known as Westport Landing. From this time the church developed slowly but steadily until, in 1857, the brick church at the corner of Broadway and Eleventh street was erected. After the close of the war the church rapidly increased in numbers and has developed in this direction up to the present time. The financial condition of the church is good, the present valuation of the property, including the ten acres originally purchased by Father Roux, being \$105,000. Within the past year a bishop has been appointed to reside in Kansas City, on account of the growing importance of this denomination.

METHODIST EPISCOPAL CHURCH (SOUTH).

This is one of the pioneer churches of Kansas City, being organized as early as 1845. Col. Chick, father of J. S. Chick, Mrs. Chick and James Hickman, were three of the five original members, none of whom are now living. The

first services were conducted at the residence of Col. Chick, and afterward in an old log school-house on the corner of Missouri avenue and Locust street. Not long after its organization the society purchased lots on the west side of Delaware street, near Fifth, for ninety dollars, and made preparations for the erection of a house of worship. The building was completed in 1852, and dedicated by Bishop Paine. This was the first house of worship built in Kansas City, and for several years was used by the various religious denominations for organization and worship. The handsome brick edifice on Walnut street, now occupied by this society, was completed in 1879, at a cost of \$35,000, and was dedicated the same year by Bishop Wightman. It is one of the finest church edifices in the city, handsomely furnished, and convenient of access. It will accommodate an audience of over 800, comfortably. This church is rapidly extending its influence, during the past year having organized two churches, expending over \$10,000 for this purpose, and also secured property and commenced the erection of another building which will cost about \$4,000. The membership is large, numbering 400 at present, and steadily increasing. About \$8,000 are annually contributed by this society for benevolent objects and incidental expenses, two members of the church giving \$1,000 each for educational purposes. Among the pastors who have labored in the church are W. M. Leftwich, D. D., J. W. Lewis, D. D., C. D. N. Campbell, D. D., and S. S. Bryant, D. D. Rev. C. C. Woods, D. D., is the present pastor of the church, and his labors among his people have been abundantly successful.

FIRST BAPTIST CHURCH.

The First Baptist Church was organized April 21st, 1855, with twelve charter members, whose names appear upon the church records in the following order: Robert Holmes, Mary A. Holmes, T. M. James, Sarah J. James, A. L. Martin, Elizabeth M. Martin, D. L. Mimms, Martha Lykins, Dr. J. Lykins, Julia Lykins, Rev. R. S. Thomas, Elvira Thomas. Before the erection of the first church edifice the regular services of the church were conducted alternately in the old court-house, and the school-house, or in some one of the different churches. In 1858 the brick building at the corner of Eighth and May streets was erected at a cost of three thousand dollars, and was occupied until the completion of the new building in 1880. During the twenty years which have elapsed since the organization of the church, ten pastors have been connected with it: Rev. Robert Thomas, being the first, followed by R. S. Doolan, J. B. Fuller, J. W. Warder, Joseph Maple, F. M. Ellis, J. E. Chambliss, J. C. Bonham, C. Monjeau and J. E. Roberts, the present pastor. The new house of worship, on the southwest corner of Baltimore avenue and Twelfth street, was built by Col. W. H. Harris, of Cleveland Ohio, as a memorial of Stillman Witt, of Cleveland. It was dedicated February 15, 1881, by Rev. Dr. Bowker, and donated to the society free of all encumbrance. The church is built in the Elizabethan style, is richly finished and handsomely furnished, and has a seating capacity of over four hundred. The church has steadily increased in numbers, the present membership being two hundred and fifty. The Sabbath school is in a prosperous condition, having an average attendance of nearly two hundred. The annual contribution of the church amounts to four thousand dollars.

CENTRAL PRESBYTERIAN CHURCH.

The Central Presbyterian Church, in its original elements and organization, dates with the year 1857. A preliminary meeting was held in the old Barclay residence then standing on the bluff, near the southeast corner of Delaware and Third streets, and at that time a petition was agreed upon to be presented to the Presbytery of Lafayette, asking for the appointment of a commission to organize a Presbyterian church at Kansas City—the pioneer of its denomination. In re-

sponse to this request, and by appointment of Presbytery, Revs. Symington and Bracken met with the original members first constituting the church and completed its organization in May, 1857, at the old Seminary home of Prof. Thomas, now remaining between Delaware and Wyandotte, on Fifteenth street. About two-thirds of this first membership are yet living, and remain members of the present Central Church. Rev. Robert S. Symington, now residing in California, was the first minister who served the congregation, continuing about three years, and was followed by Rev. John Hancock, Rev. George Miller and Rev. Robert Scott, with others, filling up the period to 1865, when Rev. J. L. Yantis, D. D. (now a resident of Lafayette county, Mo.), was invited to preach and finally took charge of the church in October, 1865, with encouraging prospects. The membership had increased from the original ten or twelve to almost fifty at the beginning of the year 1866. The first house of worship regularly occupied was located on Third street, between Main and Walnut, which, after several years, became unsuitable, services being for a time held in other places; and the congregation were worshipping in Long's Hall, on Main street, when a lot was procured, and, during the ministry of Dr. Yantis, a comfortable frame church was erected on Grand avenue near Ninth street. About this time a number of members separated from this church, forming a new organization, now known as the First Presbyterian church, and which consequently participates in a common history up to that time. In 1868, Dr. Yantis, having resigned his charge, was succeeded by Rev. J. M. Cheney, who, with others, supplied the pulpit until August, 1869, when Rev. A. D. Madeira was called and finally duly installed as pastor, continuing in that relation nearly twelve years. In July, 1869, initiatory steps were taken to secure a location and build thereon a permanent and more commodious house of worship, adapted to the requirements of an increasing congregation. Selection was finally made and subscriptions obtained to build the substantial and tasteful brick edifice now located on the southwest corner of Grand avenue and Eighth street, completed about ten years ago, which is now known as the Central Presbyterian church.

The first duly elected officers of this church, in 1857, were W. P. Allen and C. M. Root, as elders, and J. C. McCoy and S. J. Platt, as deacons, all of whom, with one exception, are still living, and remain members therein.

Its present officers are: Elders—Geo. R. Peake, G. Bird, T. K. Hanna, T. B. Lester, T. P. Boteler, J. W. Byers and J. M. Love.

Deacons—C. D. Lucas, Wm. Peake, Wm. C. Duvall, W. H. McGillivray, T. F. Willis and W. S. Bird.

FIRST PRESBYTERIAN CHURCH.

Perhaps none of the religious denominations of Kansas City have had more financial disabilities to contend with than the First Presbyterian Church. Their building has been destroyed by fire and storms at different times, necessitating an unusual outlay for building purposes, and in a measure retarding the growth of their church. No less than four church edifices have been erected since the first organization in 1857, at an expenditure of over eighteen thousand dollars. The original site for the church was on Wyandotte street near Seventh, but after the destruction by fire of the third building, the location was abandoned, the lots were sold and property purchased on Grand avenue, where the present building was erected in the winter of 1869-70, under the pastorate of Rev. Robert Irwin. The society expended about three thousand dollars in the erection of this church, exclusive of the amount invested in the purchase of lots. Since then the building has been enlarged and improved, the membership increased, and the society is now in a prosperous condition. The fund annually contributed by the church is over four thousand dollars, and the present valuation of church property is about ten thousand dollars. The present building will not long suffice for the

increasing needs of the congregation, and the erection of a larger house of worship is under contemplation. The church was organized with fifteen charter members, and this number has been increased to three hundred and fifty. The Sunday-school is large and well attended, and the exercises conducted in an interesting manner. About three years ago the services of Rev. S. B. Bell were secured, as pastor, and under his ministrations the church has rapidly extended its influence, and the present outlook is very encouraging.

SAINT MARY'S CHURCH.

This parish was among the early organizations of Kansas City, and the earliest of the Episcopal denomination. In the year 1857 Rev. J. I. Corbyn first began his labors here, and in December of this year organized the society long known as St. Luke's Parish. The communicants were few in number, but soon commenced operations for building a house of worship. A lot was donated and the foundations of a building were laid, but eventually the work was abandoned, and Mr. Corbyn resigned his pastorate. In 1860 Rev. C. M. Calloway was called to take charge of the work already begun, and from this time services were held regularly in a hall on Market street, until the beginning of the war, when the members became scattered and regular services were suspended for a period of nearly four years. In the spring of 1865 efforts were made to gather the scattered members together and in the fall of that year Rev. Joseph Wood, of Coldwater, Michigan, commenced services, and received a unanimous call to the rectorship of the church. He commenced his regular labors in January, 1866. The services were at this time conducted in the M. E. Church every Sabbath afternoon.

On Easter Day, April 1st, 1866, for the first time in five years, the full service of the church was rendered. On this occasion an organ was used by the choir, being the first instrument of the kind ever used in Kansas City. In 1867 arrangements were completed for the erection of a neat frame building at the corner of Walnut and Eighth streets, which was finished and ready for occupancy in August of the same year. A Sabbath school was organized and the regular services of the church were conducted in the new house of worship. The consecration ceremonies occurred April 29th, 1869, Right Rev. C. F. Robertson, Bishop of the Diocese, officiating. The church was enlarged to its present dimensions in 1871, and now has a seating capacity of five hundred. Rev. Van Antwerp succeeded Mr. Wood as rector, and he was followed by Rev. Geo. C. Betts. At the expiration of his pastorate Rev. M. E. Buck was called and remained with the church but a short time, when death brought his labors to an end. Rev. H. D. Jardine then took charge of the work and still presides over the church. There is now a membership of three hundred and twenty, and the society is in a prosperous condition. The Sabbath-school is well attended and gradually gaining in numbers. In 1879 the name of the church was changed from St. Luke's to St. Mary's and is now known by that name.

SAINT MARY'S CHAPEL.

This church was organized as a mission church within the last two years, and is under the charge of St. Mary's Church. A frame building has been erected on East Fourth street, wherein services are regularly conducted by Rev. H. D. Jardine assisted by Mr. Allen. The services are usually well attended and a growing interest manifested in the enterprise.

FIRST CHRISTIAN CHURCH.

The organization and building of this church occurred at an early date in the history of Kansas City, the society being organized in 1858, and the church erected the following year. From a small beginning the church has increased its mem-

bership to four hundred and twenty. The original building, situated at the corner of Twelfth and Main streets, and which was used by the congregation for upward of twenty years, has recently been removed, and the society have secured a desirable lot on the northwest corner of Eleventh and Oak streets, where a new house of worship will be erected during the present year, at a cost of \$27,000. It is to be built of brick, with stone trimmings, and will have a seating capacity of eight hundred. Rev. J. Z. Taylor is the present pastor of the church. His pastorate has been long and successful, and through his earnest and untiring efforts, both the spiritual and temporal affairs of the church have been steadily advanced. Revs. H. H. Haly, G. W. Longan, J. W. Mountjoy and Alexander Proctor have presided over the church as pastors since its organization.

CHARLOTTE STREET BAPTIST CHURCH (COLORED).

Is situated on Charlotte street, near Tenth. The church was organized in 1864, Rev. Clark Moore, Michael Jones, J. Wiggins, Thomas Stewart, James Allen, Mrs. Prude Anderson and Mrs. Grace Bell as charter members. The church building was erected in 1872, costing about five thousand dollars, and was dedicated in September of the same year, by Rev. S. J. Anderson, of St. Louis. The church has rapidly increased its membership, and now numbers over five hundred, one hundred having been added since January 1, 1881.

Rev. Henry Roberson took charge of the church in 1872. At this time the spiritual and financial condition of the church was not very prosperous, the membership was not large, and the house of worship consisted of a board shanty. Through the labors of Mr. Roberson, the church has greatly advanced in all its relations, and his ability for carrying forward the work has been fully demonstrated by the success which has crowned his labors here and elsewhere.

Mr. Roberson was born a slave in 1839, near Charlottesville, Virginia, and was brought to Saline county, Missouri, by his master when about two years of age, where he lived until 1863. During his servitude he received some private instructions, and had succeeded in acquiring a fair education previous to becoming a free man by the Emancipation Proclamation. After obtaining his freedom, he went to Springfield, Illinois, and was engaged in business and farming for two years, when he began a course of study, which he supplemented by a full theological course. He was ordained to the ministry in 1869, and soon took charge of the Second Baptist Church at Sedalia, Missouri. He was subsequently called to the church at Lexington, Missouri, where he remained until called to his present charge.

GERMAN EVANGELICAL ST. PETER'S CHURCH.

This organization belong to the German Evangelical Synod of North America. The society was organized in the year 1865, with a small membership, consisting of about twelve heads of families. The church building is situated on the east side of Walnut street, between Ninth and Tenth streets. It was erected in 1866, costing between three and four thousand dollars, is built of brick, and arranged for the accommodation of the pastor's family. The church was dedicated in 1867, by the present pastor, John C. Feil, who also organized the society and was the first pastor of the church. He was succeeded by Henry Kirchhoff, who filled the pastorate until Mr. Feil was again called to take charge of the work. The Sabbath-school is well attended, and also the day school, in which the children receive religious instruction. The average attendance at both is about eighty. The services of the church are conducted in the German language.

GRAND AVENUE M. E. CHURCH.

The present society was organized by Rev. Mr. Nesley, in 1865, and worshipped for about a year in an old frame building on Walnut street between Twelfth and Thirteenth streets. Previous to this, however, in 1863, under Rev. A. H.

Powell, a society of as many as forty members had been gathered in Kansas City and vicinity. The corner of Sixth and Walnut had been secured for a church site, but during the war this society was broken up and the lot sold.

The society was re-organized in 1865, and was composed of about thirty members.

Rev. S. G. Griffis took charge in 1866, and the meetings were held in an upper room of a frame building on Main street, west side, between Eighth and Ninth. During this year a lot on Walnut street was secured for a church, which was afterward disposed of and the present site, corner of Ninth and Grand avenue, was purchased. The foundation of the church building was commenced but the work was suspended for lack of funds.

In the spring of 1867 Rev. J. N. Pierce came to Kansas City and took charge of the society. A wooden tabernacle was built on Delaware street (now Baltimore avenue), near the English Lutheran Church, in which the society worshiped until the basement of the church on Grand avenue was so far completed as to admit of occupancy, in which the meetings were held during two years. In the spring of 1869 Rev. Mr. Pierce was succeeded by Rev. J. W. Bushong, who continued as pastor until 1872. During his pastorate the building was completed and dedicated by Doctor, now Bishop, Thomas Bowman in 1870. The cost of the lot and building was about \$30,000. A debt of some \$7,000 remained on the building.

The church edifice is built of brick with basement, and audience room above. The dimensions are sixty by ninety feet.

The following persons have served the society as pastors, since 1872: Rev. Gilbert De Lamatyr, D. D., Rev. H. R. Miller, Rev. P. P. Ingalls, D. D., Rev. A. C. Williams and Rev. H. G. Jackson, D. D.

There are now 450 members and probationers. The Sunday-school, of which W. H. Reed is Superintendent, has an average attendance of about 1,100.

During the past year the entire debt has been paid. The contributions to the Missionary Society and other benevolences amounted to \$1,155.90, which, with current expenses and indebtedness paid, make the total amount paid by the church last year, \$11,247.90.

The regular yearly expenses—not counting benevolences—is about \$3,200.

SECOND PRESBYTERIAN CHURCH.

The Second Presbyterian Church was among the early religious organizations of the city, and encountered many of the vicissitudes incident to the pioneer settlement of the country. The work of establishing a church of this denomination was begun by the New School Presbytery, who sent Rev. Timothy Hill to this field, as the first pastor of the church, after its organization in 1865, by Rev. A. T. Norton, D. D. The first house of worship was erected in the spring of 1866 and the money needed for this purpose, amounting to nearly four thousand dollars was mostly secured through the efforts of the pastor, Rev. T. Hill, D. D.

The organization of the church was completed with ten original members, consisting of T. W. Letton, C. F. Smith, Mrs. Seth Coleman, Mrs. Dr. Arnoldia, Mrs. Sarah A. Waterman, Mrs. J. K. Cravens, Mrs. Q. N. Smith, Mrs. C. N. Boutill, Miss Mary E. Smith and H. R. Crowell. Four of these members are still connected with the church. In 1869 Dr. Hill relinquished the pastorate to undertake what has since developed into a most successful work in behalf of Home Missions in Kansas and New Mexico. He was followed by Rev. C. D. Nott, D. D., and he in turn by Rev. W. M. Cheever, whose pastorate was terminated by his death in 1878. Rev. C. C. Kimball, D. D., was then called to the pulpit and for the past three years has discharged the duties of this responsible position in a very acceptable manner, meeting the full requirements of this large and influential congregation. Soon after the commencement of his pas-

torate steps were taken to secure a location on which to erect a more commodious house of worship which should meet the demands of the rapidly increasing congregation. As a result of these efforts a beautiful site on Central street, valued at \$5000, was donated by Mr. S. B. Armour, and generous contributions toward building soon followed, and the work was immediately begun. The foundations are already laid and it is expected the building will be completed during the summer and autumn of 1881, as the money needed for the purpose has already been subscribed. It will be in Gothic style, brick, trimmed with stone, fifty-seven feet wide and one hundred and thirty feet long. The main audience room will have a seating capacity of about one thousand. The seats are to be arranged in semi-circles facing the pulpit platform, and the floor will descend in every direction toward the pulpit. The interior of the church is to be handsomely finished and conveniently arranged for Sabbath-school rooms, parlor, kitchen, etc. The cost of the building is estimated at forty thousand dollars, and when completed it will be the largest and most elegant church edifice in Kansas City.

The prospects of the church are more than usually encouraging, and everything gives promise of future success. There is now an actual membership of three hundred and forty, and the congregations are large. The Sunday-school is in a fine condition under the management of Dr. E. W. Schauffer, the efficient superintendent, and has an enrolled membership of two hundred and forty. Within the year a mission has been established on Madison avenue which has developed into a work of considerable importance, and services are held regularly every Sabbath, besides the usual Sunday-school exercises.

AFRICAN METHODIST EPISCOPAL CHURCH.

Rev. John R. Leving organized this society in the month of October, 1866, with nine original members. Two years from this time the first church building was erected on the southeast corner of Tenth and Charlotte streets, and dedicated in 1871 by Rev. J. C. Embry, assisted by Moses Dixon. This building, which cost over \$1,500, was destroyed by fire in 1876, and replaced the same year by a substantial brick edifice at a cost of about \$8,000. The church now has a membership of 230, and is gradually paying off an indebtedness of \$3,000 incurred in putting up the present house of worship. Rev. John Turner is now pastor of the church, having labored in this capacity for one year. Under his ministrations the affairs of the society are in a prosperous condition.

UNITED PRESBYTERIAN CHURCH.

In 1866 Rev. Randall Ross, the well-known western war correspondent, visited Kansas City, and, being a member of the United Presbyterian Church, called upon several families of this denomination. The interest awakened by his visit resulted in a report to the Presbytery which secured the first preaching by this denomination in Kansas City. In 1867 the West Missouri Presbytery appointed Rev. Matthew Bigger, of Warrensburg, Mo., to canvass the city in the interests of the church, and his report was so favorable that the Presbytery established a mission station here in April, 1868, which was supplied for a time by the Presbytery, but was turned over to the executive committee of the Board of Home Missions in June of the same year, W. C. Williams being the stated supply. The mission grew rapidly, and on March 12th, 1869, the United Presbyterian congregation was organized with twenty members. Up to this time the services had been held in a school-house, but during this year, at the request of the session, an appropriation of \$5,000 had been granted by the General Assembly, a lot was purchased on Walnut street, between Ninth and Tenth, and a church building erected. It was completed and dedicated the third Sabbath in February, 1870, by Rev. Robert Irwin, pastor of the First Presbyterian Church of Kansas City.

The church now has a membership of seventy-six, and the usual church services are well attended. Rev. D. M. McClellan has been the regularly installed pastor of the church for the past seven years, being called to the charge in 1874. Under his ministry the society has been prosperous, and there has been a manifest increase of spiritual power.

FIRST CONGREGATIONAL CHURCH.

In the early history of Kansas City the conditions of society were unfavorable to the principles held by the Puritans. Still during the border strife and our civil war, Rev. R. D. Parker, then pastor of the Congregational church of Wyandotte, did much missionary work in Kansas City, fostering the elements that subsequently received an organization. In 1866, Rev. Leavitt Bartlett came to Kansas City under the auspices of the American Home Missionary Society for the purposes of carrying forward the work already initiated, and of establishing a Congregational church. Congregationalism was very little understood in Missouri at that time, and the field was, in many respects a difficult one. But Mr. Bartlett undertook his work with a hopeful and earnest spirit, and soon succeeded in effecting an organization. The church was organized January 3d, 1866, the following named persons being original members: Rev. Leavitt Bartlett, Mrs. Emily Bartlett, Mrs. Caroline C. Scales, Edward Vaughn, Mrs. Mary C. Vaughn, W. P. Winner, Mrs. Mary Winner, Mrs. D. A. Williams, M. B. Wright and Jonathan Copeland. Five of this number are still connected with the church. The church structure, a frame building, was erected in 1866 at a total expense for building and lot of about \$4,500, and the building was enlarged and improved in 1879, at an expense of about \$2,000. The original church was dedicated June, 24th, 1866, Rev. E. B. Turner, of Hannibal, then Home Missionary agent of Missouri, preaching the sermon. The following named persons have, in the order given, been pastors of the church: Rev. Leavitt Bartlett, Rev. E. N. Andrews, Rev. James G. Roberts, and Rev. Henry Hopkins. The Church has purchased an eligible site on the corner of McGee and 11th streets, and will soon erect a church building to correspond with the demands of the growing city.

In the spring of 1880, a committee was appointed with reference to the advisability of establishing a mission enterprise in Kansas City, Kansas. As a result of this movement, the Kawsmouth Chapel was built and opened for worship in December, 1880. This chapel has been open for gospel meetings, a sabbath school, a free dispensary, and a reading room.

Under the pastorate of Rev. Henry Hopkins, the Congregational church has received a steady and vigorous growth, and seems destined to push out other mission enterprises and occupy this important field which is already "white for the harvest."

ST. PETER'S AND ST. PAUL'S CHURCH.

This is a German Roman Catholic church, situated at the corner of Ninth and McGee streets. The church was built on the petition of the German Catholics who desired a church in which their language would be spoken. Rev. Father N. Gross was sent out from St. Louis to establish the new parish. He began his labors in the year 1867, and succeeded in erecting the present church building. Father Gross remained in charge three years, when he was succeeded by Father Andre who remained nearly two years, when Father E. Zechenter took the charge and is still presiding over the church. Attached to this church is a well attended and prosperous school, called St. Joseph School Society. It was established in 1872.

FIRST ENGLISH LUTHERN CHURCH.

The First English Lutheran church is situated on Baltimore avenue, near Eleventh street. It is a neat brick edifice, erected in 1867, costing about eight thousand dollars. It is built in Gothic style, the interior being very tastefully

and handsomely finished, and capable of seating two hundred persons, comfortably. Recently the society has expended something over twelve hundred dollars in improvements and furniture, which adds much to the comfort and attractions of the church. The church was organized April 4, 1867, with Edward Stine and wife, J. S. Schell and wife, J. W. Keefer and wife, S. Tholander and wife, Edward Diveley and wife, A. Raub, Daniel Schroll, Melinda Hendricks and Mary Miley, as charter members.

In 1868 Rev. Dr. Conrad, of Philadelphia, conducted the dedication services; Rev. A. W. Wagenschals then being pastor. Since that time Rev. W. H. Steck, Rev. T. F. Dornblaser and Rev. S. S. Waltz have been pastors of the church, the latter having been called in April, 1879, and is still in charge of this congregation. The church is in a very prosperous condition; has a membership of sixty-five; an interesting Sunday-school of over two hundred pupils, and a rapidly increasing congregation. The pastor, Rev. S. S. Waltz, is greatly beloved by his people, and during his two years' pastorate has been instrumental in greatly extending the influence of the church.

FIRST UNITARIAN CHURCH.

In the summer of 1868, Henry N. Smith, Agnes Smith, E. D. Parsons, Amos Towle, G. S. Morrison, Alfred Pirtle, Ross Guffin and Henry A. White, met and organized the First Unitarian society of Kansas City. Soon after the organization the society made arrangements for the erection of a building, which was completed in 1871, at an expenditure of about four thousand dollars. It is situated on Baltimore avenue, near Eleventh street.

W. E. Copeland was the first pastor who had charge of the organization. After his labors ceased, the pulpit was filled, first by C. E. Webster, then by Enoch Powell and W. S. King. For some time after this there was an interruption in the regular service, during which, the members became somewhat scattered. In the month of May, 1881, Rev. D. N. Utter was called to take charge of the work, and since that time the society has been rapidly increasing in numbers, and its financial condition greatly improved. At present the congregation is large and attentive, the Sunday-school interesting, and the general affairs of the society in a prosperous condition. The annual contribution of the society is something over fifteen hundred dollars.

THIRD PRESBYTERIAN CHURCH.

During the latter part of the year 1869 it was decided by some friends of the Presbyterian Church to establish a church in the western part of the city, and measures were immediately taken for this purpose. Rev. T. Hill, T. S. Reeve, G. W. Goodale and Dr. O. S. Chapman were among the number who were actively engaged in this enterprise, and in securing funds for the erection of a house of worship. Through their efforts lots were donated at the corner of Fourteenth and Hickory streets, and by March first of the same year, a neat frame edifice had been erected and was ready for occupancy. The original cost of the building was two thousand dollars, eight hundred of which was furnished by the Board of Church Erection, the greater part being raised in the western part of the city. After the completion of the building the church was organized and given the name of the Third Presbyterian Church, and the organization placed under the charge of the Lexington Presbytery, then known as New School. Among the original members were Dr. O. S. Chapman, J. E. Reeve, Mrs. Alice Reeve, Mrs. Jane E. Reeve, Mrs. Mary Goodale, Mrs. Mary Mann, Mrs. Anna Stevenson and Miss Mary B. Reeve. Rev. J. H. Byers was the first pastor called to preside over the church. He was ordained and installed January 1st, 1871, and remained in charge until 1872, when Rev. D. C. Milner became pastor of the church. In 1875 Rev. L. Railsback received and accepted a call to the

church and has labored successfully in this field up to the present time. The church has been largely prosperous, growing in strength and increasing in numbers, and gives every evidence of having been founded in wisdom. The present membership exceeds one hundred, while the Sabbath-school, organized in 1870, has increased its numbers to one hundred and fifty. The annual contributions for church expenses exceed one thousand dollars.

LIBERTY STREET METHODIST EPISCOPAL CHURCH.

In the spring of 1869 R. G. Siess, A. G. Allen, W. H. Barnes, Chas. Vogt, Joseph Sweeney, Catherine Siess, Mrs. Vogt and Miss Mollie Cozad met for the purpose of organizing the Liberty Street Methodist Episcopal Church. Rev. Matthew Sorson was at this time the presiding elder of the district. The organization was completed with Rev. Thomas Walcutt as missionary preacher, and the first meeting and the first quarterly conference were held in a building used for a day school on the corner of St. Louis avenue and Mulberry street, more commonly known as Siess' corner. The church building was commenced in the autumn of 1869, and in the spring of 1870, Rev. A. Waitman was sent by conference to take charge of the work. He was the first regular pastor connected with the church. During his pastorate the church was completed, Rev. Dr. George, of St. Louis, presiding at the dedication services in 1871. At this time the membership had increased to fifty and the church was in a prosperous condition. The first Sabbath-school organized in West Kansas was perfected by the members of this church, and known as the West Kansas Union Mission Sabbath-school. In the summer of 1867, the Sunday-school services were held under the shade trees where the Wabash, St. Louis & Pacific Railroad freight depot now stands, and the first sermon was preached at this place by Rev. J. N. Pierce. Since its organization, there have been eight pastors connected with the church, Rev. Wesley Johnson being the last. There are now one hundred members and the congregations are usually large. The Sunday-school is increasing in numbers, and has at the present time an average attendance of one hundred and thirty. R. G. Siess is the present superintendent of the school.

The church edifice is a neat frame building situated on the corner of Liberty and Thirteenth streets. Its original cost was \$2,500 and the present valuation is \$6,000. A very neat and convenient parsonage has been built at the rear of the church lot. Both church and parsonage are free of debt, and the prospects of the church are encouraging.

FIRST CUMBERLAND PRESBYTERIAN CHURCH.

This church was organized on the 21st day of March, 1878, as a missionary congregation, under the care of the Lexington Presbytery of the Cumberland Presbyterian Church. The following persons were present and united in the organization: Mrs. Love, J. Sharp, Miss J. T. Smithers, Mrs. E. A. Shoemaker, Mrs. O. Q. Mosely, Mrs. Tryphena Venable, Miss Jennie Longworth, Mrs. Caroline Arnold, Mrs. M. M. Harber, Mrs. Jane Lea, Judge R. C. Ewing, William Arnold, W. J. Shoemaker, Thomas Harber and Rev. J. E. Sharp, the missionary. The church building now occupied by the congregation is a small frame building, gothic in style, being 26x40 feet, and was built in the fall of 1869 at a cost of about \$2 000. During the year 1872 the house was dedicated, Rev. J. E. Sharp preaching the dedication sermon. Rev. James E. Sharp was the first pastor, and served the congregation about four years, when he resigned, and Rev. Walter Schenck succeeded him and served about six months, when he resigned. The congregation was then without a pastor until 1877, when Rev. C. P. Duvall was sent as a missionary, who served one year and a half and resigned. Near six months thereafter the Presbytery called Rev. B. P. Fullerton as the missionary, who is yet the pastor.

The present reported membership is forty-three. The church has suffered many reverses in the change of pastors and in the interregnum between the different pastorates. But the present prospects are very encouraging to the congregation. The old property has been sold and a more suitable lot chosen, on which a more commodious and attractive building will soon be erected, when it is the purpose of the friends of the enterprise to make the work self-sustaining.

SIXTEENTH STREET METHODIST EPISCOPAL CHURCH

Is situated on the corner of Sixteenth and Cherry streets. It is a neat frame building, and was first owned by the Missionary Baptist Society, but was bought by the Methodists about the year 1870, for five hundred dollars. It was improved and enlarged to its present dimensions soon after the purchase was made. After its organization by the Methodists, the membership consisted of Messrs. Benson, Campbell, Patterson, Wakeman, Thomas Gray and Henry Godwin. It was first conducted as a mission church, the pulpit being supplied by local preachers, Revs. Campbell, Wakeman and Thomas Gray serving the church in this capacity. The first regularly stationed pastor was I. J. K. Lunbeck, sent from the St. Louis conference.

He took charge of the church in 1873. Since that time the following pastors have been connected with the church: Revs. George Reed, W. V. Hamel, and the present pastor, Rev. Olin B. Jones. The church now has a membership of one hundred and five full members, and seventy on probation. For several years the Sabbath-school has been in a prosperous condition, and now has an average attendance of one hundred and ninety. The present superintendent is James Allen. The valuation of the church property is sixteen hundred dollars. The pastorate of Rev. O. B. Jones expires this year, and the pleasant and harmonious relations existing between him and the church will be severed with feelings of deep regret.

SWEDISH EO. LUTHERAN ELIM CHURCH.

The organization of this church occurred in the year 1870. Among the original members were P. Nelson, N. Johnson, A. Bergquoist, P. J. Youngquoist, J. A. Johnson, W. Erlandson, S. E. Spencer, J. G. Spencer, A. W. Lonquist. In 1871 a neat frame building was erected on west Fifteenth street, between Broadway and Washington, at a cost of two thousand dollars, and was dedicated the same year, Rev. A. Audreen, from Swedana, Illinois, conducting the ceremonies. The first pastor who had charge of the church was S. J. Osterberg, who remained pastor until Rev. A. Rodell was called to preside over the church. The present pastor, J. P. Neander, has been in charge for the past year, laboring with great acceptance to his people. The church now has a membership of one hundred and forty, besides eighty children, who are also members. The Sunday-school has one hundred and twenty members. Three months in each year a day school is conducted for the purpose of teaching the children the doctrines of the Gospel. The society has commenced the erection of a neat parsonage, which will soon be completed, costing over two thousand dollars.

GRACE CHURCH.

This parish was first called St. Luke's Parish, and organized August 29, 1870, with about forty communicants. Three years after the first organization the name was changed and it is now known as Grace Church. Previous to the erection of a house of worship the services were held in the basement of the Opera House the greater part of the time, up to the winter of 1874-5—when the new building was completed and ready for occupancy. The church edifice, erected on the southeast corner of Tenth and Central streets, is a well arranged and neatly finished frame building, costing the society between four and five

thousand dollars. Within the past year it has been found necessary to enlarge the dimensions of the church to meet the increasing demands of the congregation, and the work will soon be completed. The enlargement will cost about two thousand dollars and will increase the seating capacity to nearly seven hundred. The communicants now number two hundred and fifty and the Sunday-school one hundred and fifty. Since the organization of the church the following rectors have filled the pulpit: F. R. Haff, Algernon Batte, J. E. Martin, H. C. Duncan and Cameron Mann. The society contributes over four thousand dollars annually for benevolent purposes and incidental expenses.

CHURCH OF THE ANNUNCIATION OF THE BLESSED VIRGIN.

This church was organized June 23, 1872, Father Wm. J. Dalton, the present pastor, was appointed by the Archbishop of St. Louis to establish this parish. With the assistance of his people, composed mostly of the laboring classes, he has erected a temporary church, costing over three thousand dollars, and a large and beautiful pastoral residence, costing about four thousand dollars. The property belonging to the parish is valuable and well located. The parish was somewhat embarrassed for a few months during the panic which occurred soon after its organization, but is now out of debt and prosperous. The number of parishioners is estimated at two thousand. There are two schools connected with it, one for boys and one for girls. There is also a Young Men's Benevolent Society attached to the parish which numbers about one hundred. The officers are Wm. J. Dalton, President; Joseph Monahan, Secretary; Patrick Kirby, Treasurer. This church is located in West Kansas, corner of 14th and Wyoming streets.

SÁINT PATRICK'S CHURCH.

In the eastern portion of the city is the handsome brick church edifice belonging to St. Patrick's Parish of the Catholic Church. It is a large and handsome building and was erected by the voluntary contributions of the friends of the church. Rev. Father Halpin commenced the erection of a substantial church building on the corner of Sixth and Oak streets, which was used many years by the Saint Patrick's congregation. The growth of the city, and the increase of the congregation created a demand for more commodious quarters, and a new church was decided upon during the pastorate of Father Archer. The new building was erected in 1873 and the first services were held on Christmas Day. The church is situated at the corner of Eighth and Cherry street and is presided over by Fathers Dunn and Smith.

TRINITY CHURCH,

Is a mission enterprise first undertaken by the members of Grace church, under the superintendence of Rev. Mr. Batte. It was organized by him in 1873, with a small membership, but as the society was unable to build and the services were conducted at somewhat infrequent intervals there has not been a very encouraging increase in membership. The mission is now under the charge of St. Mary's church, and the more recent services of the church have been conducted in the Cumberland Presbyterian church, by Rev. F. R. Holeman, rector of St. Mary's. The regular services of the society have been discontinued during the past year, but will be resumed as soon as suitable property can be secured and a building erected.

CONGREGATION B'NAI JEHUDAH.

The Jewish Synagogue is a substantial frame building, situated near the corner of Wyandotte and Sixth streets. It was erected in 1875 at a cost of seven thousand dollars. The church was completed and dedicated in 1876, the services being conducted by Rev. Emanuel L. Hess. The membership of the church has

been increased to one hundred, and the average attendance at the usual church services is good. The annual expenses of the church are between three and four thousand dollars inclusive of pastor's salary.

The pastors who have been connected with the church since its organization in 1870, with twenty-five original members, are Dr. N. R. Cohen, Emanuel L. Hess, David Burgheim, Dr. I. Grossmann and Dr. E. Eppstein, the present pastor.

MOUNT OLIVET BAPTIST CHURCH (COLORED).

This church was organized by Rev. H. Roberson in 1876, with seven charter members, which have been increased to seventy-five. The services of the church have been conducted in a small building in West Kansas up to the present time, but arrangements have been made for the erection of a brick building on property owned by the society. This church is a mission enterprise, originating in the Charlotte Street Baptist church, and for several years was conducted by this society. Rev. P. T. Tulliver is now pastor of the church. The new house of worship will be situated in West Kansas, in a locality where the needs are great for the extension of religious influence, and where ample opportunity is afforded for Christian labor.

CALVARY BAPTIST CHURCH.

The Calvary Baptist church was organized February 7, 1876, with a membership of thirty-eight. Within two years from the date of its organization, the brick building now occupied by the society, was completed, at a cost of eight thousand dollars, and was dedicated December 2, 1877—the pastor, Rev. J. E. Chambliss, officiating, assisted by Dr. A. W. Chambliss, Dr. J. C. Bonham and Prof. C. S. Sheffield. The church is now in a prosperous condition; has increased its membership to two hundred, and has a flourishing Sabbath-school, with an average attendance of one hundred and fifty. The society has in contemplation the erection of a more commodious building on the present site, as the increasing needs of the church demand an increase of room, and other facilities for church worship. Rev. J. E. Chambliss, formerly pastor of the First Baptist church, has been pastor of the Calvary church since its organization. J. L. Peak, is the present Sabbath-school superintendent.

The annual contribution of the church for pastor's salary, church expenses and benevolent objects, average two thousand and five hundred dollars. The church is situated on Grand avenue, near the corner of Eleventh street, and the new house of worship will occupy the remainder of the lot, extending to Eleventh street, and will be adapted to the growing needs of the society.

CHURCH OF THE REDEMPTORIST FATHERS.

In the year 1877 the Redemptorist Fathers purchased ten acres of land on a commanding elevation a short distance from the city, on the Westport road. Here they have erected substantial buildings, improved the grounds with walks and gardens, and converted one of the buildings into a spacious chapel, which serves as a church for the Catholics in the vicinity. The pastoral residence of the Father, with the church building and the property belonging to the parish, has a present valuation of \$42,000. In connection with this it may be stated that the total valuation of church property belonging to the Catholics of Kansas City is \$343,600.

WASHINGTON STREET METHODIST EPISCOPAL CHURCH.

The Tabernacle, as this church was formerly called, was a private enterprise of W. B. Barber, a Methodist layman. He built it during the fall of 1877, and conducted the services as an independent institution for about six months, when he yielded to a pressure brought to bear upon him by a number of Methodists,



DIAMOND FLOURING MILLS, KANSAS CITY, MO.

to organize the society into a Methodist Episcopal church. At the time of doing so he deeded the property to five trustees, and continued the pastoral charge for about two years longer, when he resigned, in March, 1880, and Rev. A. C. Williams became pastor and remained in charge until Rev. John R. Eads was called to the position. During the pastorate of Mr. Eads the society felt unable to pay either interest or principal on a \$3,000 mortgage, and the church property was sold under foreclosure of same and bought in by Mr. Barber, its originator, for \$2,500, and was sold by him to some members of the Walnut street M. E. church, who subscribed the amount needed to place the church out of debt and upon a permanent basis. The church was then organized by this denomination with about twelve members, and Rev. Mr. Scarrett was appointed pastor until the meeting of Conference in the fall, when Rev. George Meredith took charge of the work. The membership has increased to fifty during the year, and the present prospects of the church are very encouraging. The society is without a pastor at present.

ZION'S CHURCH OF THE EVANGELICAL ASSOCIATION OF NORTH AMERICA.

This church is situated on Oak street, between Fourteenth and Fifteenth streets. The organization is of recent date, occurring in 1878 with eleven original members. The building is a neat brick structure, capable of seating three hundred people comfortably. The society expended about \$3,200 in its construction, and had it completed in 1879. The dedication ceremonies occurred in September of the same year. Rev. Mr. Kurtz organized the church and was its first pastor. He was followed by Rev. Henry Mattill, who has recently been appointed to a new field of labor. Rev. S. B. Brown is the present pastor. The membership is now over fifty, and the society is in a prosperous condition. The services of the church are conducted in the German language.

SECOND CHRISTIAN CHURCH.

The society of this church is, at present, holding services in a rented house, but will, during the present year, complete a house of worship. The lot owned by the society, at the northwest corner of Tenth and McGee streets, is a beautiful location for the handsome building in contemplation. Although the organization of the church is of recent date, occurring in July, 1878, the membership has rapidly increased, and the original number of forty-nine members has more than doubled. Rev. David Walk was the first pastor of the church, remaining one year, when he was succeeded by Prof. A. E. Higginson, who still has charge of the congregation. The society is prosperous, harmonious in action, and earnest in their endeavors for the prosperity and welfare of the organization. The Sabbath-school is well attended and in a flourishing condition. The annual fund contributed for church expenses and benevolent purposes exceeds \$2,000.

ST. MARY'S CHURCH.

Rev. F. R. Holeman has been rector of St. Mary's church since its first organization in the year 1879. The original members were C. W. Freeman, J. W. Dunlap, J. F. Ramage, L. B. Austin, G. W. Dunlap, J. M. Lee, F. C. Lee, J. O. Bradenbaugh, P. M. Austin, C. S. Lee, W. H. Lee, Mrs. B. B. Kerr and Mrs. L. B. Austin. The house of worship belonging to the society is situated on the corner of Locust street and East Missouri avenue. It is a neat frame building, erected in the spring of 1880, costing about \$1,000. The society has had some serious disadvantages to contend with, as the building was partially destroyed by storm, necessitating considerable outlay for repairs. But the members are hopeful, and are helping to carry forward the work, despite all difficulties, and at present there are good prospects ahead. The membership has increased to forty-five, and the Sunday-school, under the superintendence of J. W. Freeman, is in a

fine condition, having an average attendance of over sixty, and rapidly increasing.

LYDIA AVENUE METHODIST EPISCOPAL CHURCH (SOUTH).

The new church on the corner of Lydia avenue and Ninth street was first opened for service on Sunday, May 1st, 1881. Rev. L. P. Norfleet, the pastor, preached a very interesting sermon to a good audience. This church was built during the present year as a mission enterprise of the Walnut Street Methodist church. It is in a part of the city which is being rapidly built up, and exactly meets the present demand for the extension of religious influences. It starts under the fairest auspices, and meets with the hearty encouragement and coöperation of the people. The church building, though not an extensive edifice, is neat and well adapted to the purpose for which it was intended, and is, to a certain extent, a novelty in church architecture in the West. The building is an octagon, with a high, steep roof in the Gothic style, toned with many elements of Greek. The façade is essentially Greek, as well as the porticos and trimmings. The remainder of the building being Gothic, gives it a very pleasing and unique appearance.

The dedication services occurred the second Sunday in June, 1881, and were conducted by Dr. E. R. Hendricks, president of Central College, Fayette, Mo. Although the organization of this church is of such recent date, the congregations are already large, the services interesting, and the prospects for the up-building of an influential church and society is highly encouraging.

THE MASONIC ORDER.

Heroine Lodge No. 104, A. F. and F. M., was organized on the twelfth day of December, 1848, and is the oldest lodge in the city. The officers were as follows: Thomas Leonard, W. M.; Geo. B. Dameron, S. M.; B. F. Tubbs, J. W.; W. G. Buckley, Secretary; John Biggerstaff, Treasurer; M. P. Amsbary, Tyler. This lodge has a large and influential membership, the meetings being held on the first and third Mondays in each month. The present officers are: H. B. Ezekiel, W. M.; Jno. Walson, S. W.; A. Trummell, J. W.; E. M. Wright, Secretary; H. Game, Treasurer; Geo. W. Lee, S. D.; John Henry, J. D.; T. J. Hamilton, Tyler.

Kansas City R. A. Chapter No. 28, holds its regular convocation at Masonic Hall on the first and third Thursday of each month. The charter was granted by the Grand Chapter of Missouri to J. W. McDonald, Geo. E. Pitkins, J. M. Ridge, and several others on May 9, 1869. The total number of names on the register is 218, present membership being 73. The officers are, W. E. Whiting, M. C. H. P.; F. H. Bruce, E. K.; H. G. Russell, E. S.; H. C. Litchfield, Secretary.

Kansas City Lodge No. 220, A. F. and A. M. The charter of this lodge was granted by the Grand lodge of Missouri on the 30th day of May, 1861. W. M. Leftwich, J. T. Moores, B. H. Sevugs and several others being the charter members. Since its organization some 397 names have been enrolled; the present membership is 129. The officers are W. J. McCullough, W. M.; J. S. Botsford, S. W.; D. H. Eaton, J. W.; H. C. Litchfield, Secretary. Meetings are held every second and fourth Monday in each month at Masonic Hall.

Rural Lodge No. 316, F. M. and A. M., was organized in March, 1869. The officers were as follows: B. L. Riggins, S. W.; I. E. Jackson, J. W.; Isaac Stiers, S. D.; J. Johnson, J. D.; W. Smith, Tyler; A. B. Easle, Secretary. The membership is large, being over sixty; some of the above officers still retain their membership. The officers at present are: R. E. Bainbridge, W. M.; W. G. Ashdown, S. W.; B. W. Warner, J. W.; W. O. Hockett, Secretary; R. E. Peet, Treasurer; Thomas Bell, S. D.; G. S. Peppard, J. D.; C. E. Freidenburg,

Tyler. This lodge holds regular meetings on the first and third Wednesday of each month.

Palace Council, R. & S. M., No. 24, was chartered October 5th, 1877. H. C. Duncan, P. Baker and J. D. A. Cook being among the first members. There are nineteen members. The officers are: P. Baker, D. M.; H. C. Litchfield, Secretary. The Council meets at Masonic Hall on the third Tuesday of each month.

Temple Lodge, No. 29, A. F. & A. M., meets at Masonic Hall every first and third Tuesday in each month. Asa Maddox, W. M.; J. H. Waite, Secretary.

Oriental Commandery, No. 35, was organized June 3d, 1880, and at present has a membership of between forty and fifty, and is in a flourishing condition. The meetings are held at Masonic Hall, northwest corner of Seventh and Main, over the post-office. Sir J. K. Hardy, Eminent Commander; Sir S. D. Thacher, Generalissimo; Sir A. J. Close, Captain-General; Sir W. P. Moores, Treasurer; Sir W. A. Drowne, Recorder; Sir A. J. Mead, Senior Warden; Sir H. C. Parker, Junior Warden; Sir G. D. Sherwin, Sword Bearer; Sir N. K. Wager, Warden; P. Casey, Captain-Guard. The office of Prelate and Standard Bearer are at present vacant.

Emanuel Chapter Eastern Star, No. 81, meets every first and third Tuesday in each month. Mrs. Chas. Knickerbocker, M. W.; Wm. McCullough, W. P.; Mrs. A. A. Holmes, D. W. M.; Mrs. Wm. McCullough, Treasurer; Mrs. Bell Knickerbocker, Secretary.

Masonic Board of Relief, is composed of two members of each lodge in the city, with W. M. Potter, President; W. F. Ford, Secretary and Treasurer; R. C. Crowell, D. D. G. M.; J. H. Ward, D. D. G. L. Meetings are held in Masonic Hall.

Kansas City Commandery K. T., No. 10, hold their regular conclave at their Asylum, Masonic Hall, on the second and fourth Thursdays of each month at seven p. m. H. C. Litchfield, E. C.; W. J. Connely, Secretary.

ODD FELLOWS.

Kansas City Lodge, O. F., No. 257.—Meets at their hall, 531 Main street, every Saturday evening. C. M. Clark, N. G.; Chas. Long, Secretary.

Wyandotte Lodge, No. 35.—H. H. Swift, N. G.; W. L. Mitchell, Secretary. Meets every Tuesday evening, at 7 p. m., at 531 Main street.

Lincoln Lodge, No. 173.—Jno. H. Warneke, N. G.; H. W. Zurn, Secretary. Meets Monday evenings at Odd Fellows Hall.

Kansas City Encampment, No. 27.—T. P. Skinner, C. P.; N. Schwartz, Scribe. Holds its meetings on the second and third Thursdays in each month.

Relief Committee consists of W. N. McDearmon, R. Harburg, N. Schwartz.

Riverside Lodge, Knights and Ladies of Honor.—Meets at Knights of Pythias Hall, on the second and fourth Thursday nights of each month. Mrs. Mary Randall, Secretary.

Knights of Honor, Kansas City Lodge, No. 1255.—Meets at Knights of Pythias Hall, on first and third Thursday evenings of each month. A. Lynch, Reporter.

Gate City Lodge, No. 1256, K. H.—Meets first and third Wednesdays of each month, at K. of P. Hall, 617 Main street. R. Lampe, P. D.; Dr. G. Hoffmann, Secretary.

Uhland Lodge, No. 416, D. O. H., Kansas City, Kansas.—Herman Friese, O. B.; Wm. Rose, Secretary; E. G. Pueschel, D. D. G. B. of Kansas. Meets second and fourth Wednesdays in each month, at Western Hall, 1919 Sixth street, Kansas City, Kansas.

KNIGHTS OF PYTHIAS.

Kansas City Lodge, No. 1.—At a meeting held on the — day of February, 1870, in Vaughan's Diamond, a hall located at the junction of Main and Delaware streets, Kansas City, Mo., Sol. Smith, Theo. Stritter, C. M. Kendall, H. St. Clair, Chas. Herold, Jacob Bohlender, Henry Scheid, August Weber, Robt. Roth, P. Cooper, S. C. Delme, D. S. Marvin, Sam. Hulme, James DeLuce, Anton Antlaner, G. W. Dyas, W. F. Marshall, Oscar Persons, Geo. R. Filer, L. M. Thompson and S. Brill met for the purpose of considering the propriety of organizing a lodge of the Knights of Pythias in Kansas City, Mo. Peter L. Cooper was elected as Chairman, and Mr. Robert Roth as Secretary. It was resolved unanimously that application be made to organize a lodge in this city, to be known as Kansas City Lodge No. 1, K. of P., of Missouri.

The application list was forwarded on the 22d of February, with forty-five signatures, by Robert Roth, the Secretary *pro tem.*, who was also a member of Tremont Lodge No. 128, of Tremont, Pennsylvania.

In pursuance to a call from the Secretary, the applicants met at Vaughan's Diamond at eight o'clock on the evening of March 3d, 1870, Robert Roth being called upon to preside.

Pursuant to adjournment and call the following named persons, who had signed the application for a dispensation to organize Kansas City Lodge No. 1, met at Good Templars' Hall on the evening of May 5th, 1870, for the purpose of perfecting the organization of said Lodge, viz: Robert Roth, J. E. Neal, Sam. Hulme, Sol. Bertenstein, M. H. Card, August Weber, Henry Scheid, Theodore Stritter and F. A. Taft.

Past Grand Chancellor John Q. Goss, of Nebraska, was also present, and stated that Supreme Recording and Corresponding Secretary Clarence M. Barton, of the District of Columbia, had forwarded to him the application for said lodge at Kansas City, Mo., with the dispensation granted, authorizing him as special deputy to organize and institute said lodge, and that he was now here for that purpose. He then called the meeting to order and proceeded to perform the duties assigned him.

D. S. C. Goos, appointed Bro. J. E. Neil as Grand Venerable Patriarch, Bro. Roth as Grand Vice-Chancellor, and Bro. Sam'l Hulme as Grand Recording and Corresponding Secretary. Bros. Wm. Schmalfeldt and J. B. Guentzer, of Humboldt Lodge No. 2, of Illinois were appointed as Grand Guide and Grand Inner Steward, respectively.

The Deputy Sup. Chancellor administered the obligations of the three ranks to Messrs. M. H. Card, August Weber, Sol. Bertenstein and Theo. Stritter, after which he opened a Lodge of Knights of Pythias with the officers above named, and filled the remaining offices as follows: Bro. M. H. Card, G. F. S.; Bro. A. Weber, as Grand Banker; and Bro. Bertenstein, as G. O. S.

The three degrees were conferred in ritualistic form on Messrs. F. A. Taft and H. Scheid.

Deputy Sup. Chancellor Goss presented the cards of Bros. Roth, Neal and Hulme, which were placed on file, and on motion it was resolved to go into the nomination and election of officers for said lodge. The result of the ballot at said election was as follows:

For Worthy Chancellor, Robert Roth; for Vice-Chancellor, Samuel Hulme; for Venerable Patriarch, J. E. Neal; for Recording Secretary, M. H. Card; for Financial Secretary, Sol. Bertenstein; for Banker, August Weber; for Guide, Henry Scheid; for Inside Sentinel, Theo. Stritter; for Outside Sentinel, F. A. Taft.

Whereupon Dep. Sup. Chancellor Goss installed the above brethren into their respective offices; and, after making appropriate remarks in regard to

the great and grand principles on which the superstructure of Pythianism rests, and giving valuable advice and counsel as to the duties of officers and members of the order generally, and this lodge in particular, he closed by declaring Kansas City Lodge No. 1, Knights of Pythias of Missouri, duly organized and instituted in accordance with the laws and usages of the order.

It is proper here to state that of all the original charter members and officers of Kansas City Lodge No. 1, but *one* only remains in the Lodge, that one is P. G. C. Robt. Roth, who has ever since its inception been a live, active and working member of the order and of his lodge, and ever stands ready to lend his aid, influence and energies to the cause of friendship, charity and benevolence.

This lodge, like most other lodges, has had its times of adversity as well as prosperity; but, although upon several occasions since its institution it had almost given up in despair, by the help of a few brave and valiant knights it has stood the *test*, and to-day stands forth as a living monument of the grand principles of friendship, charity and benevolence.

It would be impossible to give a detailed account of the rise and progress of this lodge from its inception to the present date. Suffice it to say, Kansas City Lodge No. 1 is now in the height of her glory, with a membership of about one hundred and twenty good, true and tried knights, her exchequer is in fine condition, and she is soon to occupy one of the finest halls in the State. All of her members are live, active business men, and all are possessed with earnest love and ardent zeal for her success and that of the Order throughout the world.

Meetings are held at their hall, northwest corner of Main and Eleventh streets, on Monday evening of each week. John Conlon, K. of R. and S.

At a meeting of Kansas City Lodge No. 1, which was held June 7, 1881, a communication was read from the Supreme Lodge, notifying the lodge that a Grand Lodge would soon be instituted, and authorizing them to elect three past chancellors, as representatives thereto. The result was the election of Thomas Phelan, Robt. Roth and Joseph S. Norman, as representatives. Thus were the first steps taken for the organization of the Grand Lodge of Missouri, which has grown into such a prosperous and influential society. In 1874 this lodge consolidated with Lucas Lodge No. 9, the membership in both lodges then being but thirty-two. Meetings are held regularly at their hall, northwest corner Main and Eleventh streets.

The following named Grand Lodge officers reside in Kansas City: R. E. Cowan, Supreme Representative, office is at the Court House; J. F. Spalding, Supreme Representative, at 916 and 918 Main street; R. H. Mabury, D. D. G. C., at 404 Delaware street.

The following is a list of the other lodges of this order in Kansas City:

Sicilian Lodge, No. 39.—This lodge was organized February 11, 1876, with thirty-two charter members, all gentlemen of high social position. The lodge started under very favorable auspices, and its progress has been onward and upward from the beginning. The membership has increased rapidly. The lodge meets at 720 Main street, on Friday evening of each week. Present officers: John C. McCoy, C. C.; T. S. B. Slaughter, K. of P. and S.

Kansas City division, No. 3, Uniform Rank.—meets at 720 Main street, the first Thursday of each month. S. B. Prevost, Commander, J. E. Hicks, Recorder.

Endowment Rank, No. 52.—Meets at 720 Main street, the fourth Thursday of each month. Robert Roth, President, W. J. Ward, Secretary and Treasurer.

Humboldt Lodge, No. 4 (German).—Meets at 617 Main street, Tuesday evening of each week. Charles Fuchs, C. C., Charles Hiltwein, K. of R. and S.

GRAND ARMY OF THE REPUBLIC.

McPherson Post, No. 4—Was organized about one year ago, with twelve

charter members, and at present has a membership of over two hundred. This Post is not of a political character, being purely benevolent in its aims. The present officers are : Frank Snow, Post Commander, N. M. Gwynne, Adjutant, of the Post, Mr. Wade, V. P. C., Dan Kern, 2nd V. P. C., Thomas Clowdsley, Chaplain. Meetings are held every second and fourth Wednesday evenings in each month, at 1301 Grand avenue.

THE ORDER OF MUTUAL PROTECTION.

Kansas City Lodge, No. 11—Meets every second and fourth Monday evenings in each month, at the corner of Grand avenue and Thirteenth streets. President, Asa Maddox, Secretary, E. Willoth,

Excelsior Lodge, No. 16.—Meets every second and fourth Friday evenings in each month, on Main street, northwest corner of Eleventh.

ANCIENT ORDER OF DRUIDS.

Kansas City Lodge, No. 30.—Fred. Buehler, Noble Arch, Henry Hartman, Junior Noble Arch, Fred. Weiss Secretary, Charles Zorn, Treasurer.

Meetings are held every Tuesday evening at 1301 Grand avenue.

ANCIENT ORDER OF FORESTERS.

Edward Berg, Secretary, J. H. Simms, Treasurer. Meets first and third Wednesdays of each month, at 1215 West Twelfth street, West Kansas.

GOOD TEMPLARS.

Rising Star Lodge, No. 148.—Holds regular meeting every Saturday evening in K. of P. Hall, 720 Main street. Charles Terry, W. C. T., James Fairman, W. Secretary, J. M. Greenwood, G. L. D.

ORDER OF CHOSEN FRIENDS.

No. 1 Metropolitan.—Meets every Tuesday evening, south side of Thirteenth, between Main and Walnut. D. S. Harriman, C. C.; S. S. McGibbon, recorder; John Shaw, Treasurer.

Harmony, No. 3.—Meets every Thursday evening at 710 Main. S. H. Anderson, C. C.; R. S. Todd, Recorder; D. B. Holmes, Treasurer.

Pioneer, No. 4.—Meets every Friday evening at 1315 West Ninth street. W. D. Buck, C. C.; James Gilchrist, Recorder.

Irish Benevolent Society.—Meets on the first Sunday in each month, southwest corner Seventh and Oak streets. Jeremiah O'Dowd, President; Bernard Owens, Vice-President; James Burk, Treasurer; Wm. Hanloy, Secretary; Hugh Reiley, Corresponding Secretary.

Ancient Order of Hibernians.—Meets on the first Monday of each month at their hall, northeast corner Main and Seventh streets. Michael White, President; George Dugan, Vice-President; Michael Madick, Secretary; Thomas Conway, Treasurer.

KANSAS CITY ACADEMY OF SCIENCE.

The Kansas City Academy of Science was organized December 2, 1875. When Prof. John D. Parker, the originator of the Kansas Academy of Science, moved to Kansas City in the summer of 1875, he determined to effect another organization on the same general plan, believing that the two societies would mutually strengthen each other. After conferring with citizens possessing scientific proclivities, he published several articles on the subject calling public attention to the importance of effecting such an organization at an early period. In November of the same year he circulated the following call for the organization of the Academy :

KANSAS CITY, MO., November 13, 1875.

We, the undersigned, desirous of giving a more systematic direction to scientific pursuits, and of securing the advantages arising from association in scientific investigation, do hereby invite all persons interested in science to meet in the parlors of the Coates House, on Thursday evening, November 18, 1875, to organize an Academy of Science for Kansas City and vicinity.

W. H. REED,	R. T. VAN HORN,
H. H. WEST,	JOHN D. PARKER,
EDWARD H. ALLEN,	J. V. C. KARNES,
W. H. MILLER,	JAMES G. ROBERTS,
L. K. THACHER,	J. M. GREENWOOD,
THOMAS J. EATON,	GEORGE HALLEY,
M. MUNFORD,	W. W. BLOSS,
CHAS. E. LOCKE,	JOHN C. MOORE.

In pursuance of the above call about thirty gentlemen assembled in the parlor of the Coates House, where a preliminary organization was effected, and a committee consisting of E. H. Allen, P. Lucas and J. D. Parker, appointed to draft a constitution and by-laws. The meeting adjourned for two weeks at the call of the committee on constitution and by-laws.

The regular adjourned meeting of the persons agreeing to form an Academy of Science, for Kansas City and vicinity, was held in the High School building, December 2nd, 1875. The committee on constitution and by-laws then made their report which was accepted, and, after thorough discussion and amendment, was adopted. The following named persons then signed the constitution: R. T. Van Horn, A. R. French, Henry A. White, Dr. George Halley, E. Case, Jr., Dr. J. H. Ridge, Philander Lucas, H. W. Ess, Harry P. Child, H. H. West, Dr. C. D. McDonald, Dr. J. S. Teed, G. W. Fitzpatrick, Dr. John Wilson, L. Traber, D. M. McClellan, B. L. Woodson, Dr. T. J. Eaton, W. H. Sibert, E. P. West, Theo. S. Case, W. E. Winner, James Scammon, W. H. Miller, M. D. Trefren, D. Ellison, Rev. A. M. Colver, John D. Parker, P. S. Mitchener, C. S. Sheffield, Dr. John Fee, W. P. Wade and C. N. Brooks.

The following named officers were elected for the current year:

E. H. Allen, President; R. T. Van Horn, Vice-President; C. S. Sheffield, Secretary; James G. Roberts, Treasurer; ———— Curator and Librarian, Ermine Case, Jr., T. J. Eaton, Dr. J. L. Teed and J. D. Parker, were elected members of executive committee. At a subsequent meeting the office of Corresponding Secretary was created, and Col. Theo. S. Case was elected to fill said office, which he has held, by successive elections, to the present time. At the annual meeting, May 29th, 1877, R. T. Van Horn was elected President, which office he still holds by successive elections.

At the annual meeting, May 31st, 1881, the following officers were elected for the current year:

R. T. Van Horn, President; W. H. Miller, Vice-President; T. J. Eaton, Treasurer; Theo. S. Case, Corresponding Secretary; J. D. Parker, Recording Secretary; Harry Child, Curator; Sidney Hare and Dr. R. Wood Brown, Assistant Curators; Robert Gillham, Librarian. Dr. T. J. Eaton, Dr. George Halley, Maj. B. L. Woodson and John D. Parker are members of the executive committee.

The Academy has two functions, (1) to increase a knowledge of science by original observation and investigation, and (2) to diffuse a knowledge of science.

Located in a large and growing commercial center the Academy has assumed to a considerable extent, a popular character, and many valuable papers have been read which in due time will be gathered up and published in the permanent Transactions. And the Academy has already done some original work worthy of mention. The discovery of the Mounds in Clay county by Judge E. P.

West, Vice-President, and their development under the auspices of the Academy has been a work worthy of any scientific body. The Academy has made some valuable collections and has a growing library. The influence of the Academy in diffusing a scientific spirit is beginning to be felt throughout the city and its immediate vicinity.

WOMAN'S CHRISTIAN ASSOCIATION.

The Woman's Christian Association organized in the year 1876, has increased rapidly in membership, and extended its benevolent work to all parts of the city. The society now owns a valuable building lot and will soon commence the erection of a suitable and permanent building. The benevolent work accomplished by the society is beyond estimation and has been met and performed in the spirit of true Christian charity. The present officers of the society are: Mrs. F. M. Black, President; Mrs. J. K. Cravens, and Mrs. F. J. Baird, Vice-Presidents; Mrs. H. M. Holden, Treasurer; Mrs. Wm. Williamson, Secretary.

THE CRAIG RIFLES

Were organized in the year 1877. The first military officers were J. N. Dubois, Captain; E. V. Wilkes, First Lieutenant; John Conover, Second Lieutenant; John Duncan, Third Lieutenant. The civil officers were J. A. Cooper, President; W. J. Herry, Vice-President; Geo. E. Leach, Secretary; W. H. Winants, Treasurer. The present officers are John Conover, Captain; John A. Duncan, First Lieutenant; Wm. Peake, Second Lieutenant. The office of Third Lieutenant has been abolished. The present civil officers are Milton Moore, President; Chas. W. Freeman, Vice-President; E. G. Moore, Secretary and Treasurer; C. A. Brown, Assistant Secretary. The Staff officers are S. T. Smith, Adjutant; M. A. Bogie, Surgeon; T. F. Oakes, Commissary; C. E. Kearney, Quartermaster; C. H. Prescott, Ordinance Officer; A. D. Madeira, Chaplain.

MISCELLANEOUS SOCIETIES, CLUBS, ETC.

Kansas City Medical Society—A. B. Sloan, M. D., President; D. R. Porter, M. D., Vice-President; J. H. Van Eman, M. D., Secretary. Meets bi-monthly, in Dr. Sloan's office.

Jackson County Medical Society.—Dr. C. D. McDonald, President; Dr. A. B. Spruill, Vice-President; Dr. M. A. Bogie, Secretary and Treasurer.

Homœopathic Medical Society of Kansas City.—Meets first and third Tuesdays of each month. J. Feld, M. D., President; B. Baker, M. D., Vice-President; W. H. Jenney, M. D., Secretary.

Histo-pathological Society—Meets semi-monthly at 120 west Ninth street. F. B. Tiffany, President; A. Jameson, Vice-President; R. T. Shaw, Secretary and Treasurer.

Kansas City Gun Club.—Meets monthly at the Exposition Grounds. J. K. Stark, President; George C. Sharp, Secretary; J. H. McGee, Treasurer.

Kansas City Amateur Shooting Club.—J. S. Chase, President; J. E. Guinotte, Secretary; Al. Walmsley, Treasurer. Meets on the second Monday of each month, at No. 10 West Fourth street.

The Caledonian Society.—Meets at 814 Main street, Tuesday evenings. John H. McArthur, Secretary.

Arion Singing Club.—Meets at Turner Hall every Tuesday and Thursday evening. F. A. Nichy, Secretary; Henry Steubneroch, President; Adolph Ott, Treasurer.

Orpheus Club.—C. A. Rollert, President; Alexander Lux, Secretary.

Fritzreuter Club.—Meets at Diamond Building, 822 Main street, every second Thursday. J. H. Paulsen, President; Henry B. Toelle, Recording Secretary; Wm. Schultz, Financial Secretary.

Young Men's Christian Association.—Organized May 21, 1876. The first officers of the organization were: John Doggett, President; J. L. Whittemore, Secretary; J. W. Byers, Treasurer. Present officers: W. McDonald, President; A. G. Trumbull, Vice-President; J. W. Byers, Treasurer; C. Mainhart, Corresponding Secretary; C. E. Paxon, General Secretary. Meetings are held at the rooms, 718 Main street, the first Tuesday in each month. Religious meetings weekly.

Railroad Young Men's Christian Association.—Rooms, 1054 Union avenue, opposite west end of Union Depot. Officers: W. H. Reed, President; J. M. Lee, Treasurer; H. F. Williams, General Secretary. Meets every month. Religious meetings weekly.

B'nai Brith Society.—M. Benas, Secretary; Julian Haar, Treasurer. Meets second and fourth Mondays in each month, in Good Templars Hall.

Olympic Club.—This society was organized during the winter of 1881 with a large membership. It has increased in numbers and influence since its commencement, and has been successful in carrying out the object aimed at in its organization: namely the encouragement of physical culture and social intercourse. Meetings are held regularly every month in their rooms in the Ridge building on Main street opposite Eleventh street. They now have one hundred and thirty members. The present officers are: T. B. Bullene, President; J. W. Snyder, First Vice-President; G. M. Dean, Second Vice-President; C. C. Courtney, Secretary; M. O. Dean, Treasurer; Dr. W. B. Sawyer, Captain. These officers are members of the Board of Directors, *ex-officio*. Besides these are three members of the club: W. N. Allen, E. P. Burroughs, W. E. Taylor, who constitute the Board.

For the following history of the schools, we are indebted to Prof. J. M. Greenwood:

SKETCH OF THE PUBLIC SCHOOL SYSTEM FROM 1867 TO 1882.

In 1865, Missouri, shattered and bleeding at every pore, was without a public school system. Private schools and colleges, which had flourished in other years, had been abandoned, or were eking out a precarious existence. Even the State University scarcely had life enough to open its hall doors for the admission of students. During the strife, which had raged for four years with merciless fury, and devastated all parts of the State, the minds of the people had been diverted from all peaceful and ennobling pursuits; their affections alienated so that neighbor not unfrequently regarded neighbor with feelings of suspicion and distrust, and at times with intense hatred. Society was torn asunder, and amid the general convulsion, the education of the youth was almost entirely neglected. The children were growing up illiterates, and unless something could be done, and that speedily, a cloud of ignorance would soon overshadow the whole State. At this crisis, laws were enacted, specifying how to organize country, village, town, and city schools; also the mode of levying taxes for buildings and school purposes, and how to collect the same. The duties and qualifications of school officers and teachers were clearly set forth.

This was a new chapter in the history of Missouri. The measure met with violent opposition in many sections of the State. The conflict raged in town and country. In some localities the citizens positively refused to organize for school purposes, and displayed their hostility to the measure in various ways.

The *press*, the public educator, in some counties fell in with the opposition or maintained a *lofty silence*. Kansas City fared no better than other localities. Public opinion was divided here as elsewhere. Business interests and industries of the west and south drew people here from all sections of the Union. When they came they made their homes among a generous and noble-hearted people. The rankling passions which other and bitter years had produced, were soon

extinguished or hushed in silence. Reason, parental love, and philanthropy prevailed. Schools must be established and the children educated, was the decision of the majority.

Thus matters stood when the Kansas City School District was organized under an act entitled: "An act authorizing any city, town or village to organize for school purposes, with special privileges," approved March 15, 1866; also an act entitled: "An act authorizing any city, town or village to organize for school purposes with special privilege," approved March 19, 1866.

By virtue and under the authority of this act, the Board of Education of Kansas City was organized August 1, 1867, composed of the following gentlemen: W. E. Sheffield, President; H. C. Kumpf, Secretary; J. A. Bachman, Treasurer; Ed. H. Allen, T. B. Lester and E. H. Spalding; J. B. Bradley, Superintendent and teacher in Central school.

Immediately after the organization of the Board, Mr. Kumpf retired, and Mr. A. A. Bainbridge was chosen to fill the vacancy. There were at this time 2,150 children of school age, living within the limits of the school district. There was not a public school building in the city. Disorganization reigned supreme. The city was utterly destitute of all school accommodations, and there was not a dollar available for school expenses. The buildings that could be rented for school purposes were old deserted dwellings, unoccupied store rooms and damp, gloomy basements in some of the churches. But the Board was in earnest, and every effort was made to put the schools in operation. In October, 1867, the schools were formally opened in rented rooms, which had been hastily and scantily furnished. Into these unattractive abodes the children were huddled together to receive instruction. A Superintendent and sixteen teachers were employed during the year, but as no statistics of the school work are found in the records, it is impossible to give a satisfactory account of what was done. If the work in the schools was unsatisfactory, the energy of the Board was unabated. Preparations for a grand work continued. Sites were purchased, bonds issued and school houses erected. The rapid and marvelous growth of the city, while it brought a large influx to the school population, did not produce a corresponding increase in the valuation of the taxable property of the district.

THE YEAR 1868-9.

The school year of 1868-9, with the exception of the improvements in buildings and the purely business character of the proceedings, has scarcely left a trace in statistical information. Enough is preserved to show positively that the schools were taught, but the superintendent made no report to the Board of Education. What was done, or how it was done, are matters of conjecture.

One change only was made in the Board. Patrick Shannon was chosen the successor of Mr. Spalding. Prof. E. P. Tucke was elected superintendent, which position he held one year. There was also a tremendous increase in the enumeration of school children. The number reported was 3,287, a gain of fifty-three per cent. over the previous year. At the close of the year twelve rooms belonged to the district and twenty-one teachers had been employed.

THE SCHOOLS—LOCATIONS—WHEN ERECTED—ACCOMMODATIONS.

Washington school, southwest corner of Independence avenue and Cherry, was opened in April, 1868; enlarged in 1869; contains eight rooms, and will seat five hundred pupils.

Humboldt school, northwest corner of Twelfth and Locust; opened November, 1868; six rooms; branch established in 1875, Eleventh and Locust, three rooms; total, nine rooms; will seat five hundred and forty pupils.

Central school, southeast corner Eleventh and Locust, was purchased in June, 1869; enlarged in 1875 to nine rooms, and will seat four hundred pupils.

Franklin school, northeast corner Fourteenth and Jefferson; opened October, 1868; seven rooms, and will seat four hundred and twenty pupils.

Lincoln school, Ninth street; opened November, 1869; removed in 1878 to Eleventh and Campbell; six rooms, and will seat four hundred pupils.

Lathrop school, southeast corner of Eighth and May; completed March, 1870; seven rooms, and will seat four hundred and fifty pupils.

Morse school, on Charlotte and Twentieth; erected in 1870 and enlarged in 1871; eight rooms, and will seat five hundred pupils.

Benton school, northeast corner Thirteenth and Liberty; erected in 1870 and enlarged in 1871; eight rooms, and will seat four hundred and eighty pupils.

Woodland school, eastern part of the district; erected 1871; opened in November, 1871; four rooms, and will seat two hundred and forty pupils.

As will be seen, the work on the school buildings was pushed forward with wonderful rapidity. April, 1868, the Washington school was ready for the admission of pupils, and before the close of the year the Humboldt and Central schools were ready for occupancy. The Franklin and Lincoln were completed in 1869; the Lathrop, Morse and Benton, in 1871.

1869-70.

Two changes were made in the Board of Education in 1869-70. The retiring members were Messrs. Bachman and Allen. Messrs. Craig and Karnes were chosen their successors and have remained in the Board ever since.

The organization of the Board, September, 1869, was as follows :

W. E. Sheffield, President; A. A. Bainbridge, Secretary; James Craig, Treasurer; T. B. Lester, Patrick Shannon, J. V. C. Karnes. John R. Phillips, Superintendent.

This school year marks a new era in the history and progress of the schools. Prior to the organization in September. Prof. John R. Phillips was elected Superintendent, which position he filled till August, 1874.

The work in the school-rooms was now molded into definite form. Classification and grading, which had been sadly neglected, were enforced at the beginning of the first term; the teachers were required to adhere as nearly as possible to the tabulated courses of study. History of the United States and the elements of Physiology were now taught for the first time since the organization of the schools. Notwithstanding the one-sided culture which the pupils had received in former years, the close of the year found the schools in a prosperous condition. The number of pupils enrolled was 3,034; average number belonging, 2,671; average daily attendance, 1,388; per cent. of attendance, 83.

1870-1.

The Board, organized September, 1870, was as follows :

W. E. Sheffield, President; Joseph Feld, Secretary; J. V. C. Karnes, Treasurer; James Craig, T. B. Lester, Henry Tobener.

The statistics of this year show that it was one of decided progress and increased prosperity. The number of pupils was larger, the attendance more regular and punctual, the discipline more healthy and judicious, the instruction more exact and thorough than during any preceding year; enumeration of school children was 4,046; the enrollment, 3,866; the average number belonging, 2,237; the average daily attendance, 2,049, and the percentage of attendance 91. The number of teachers employed was 42.

1871-2.

There were some changes in the Board this year.

W. E. Sheffield, President; James Craig, Secretary; J. V. C. Karnes, Treasurer; Joseph Feld, H. H. Buckner and Henry R. Seeger, members.

The total number of persons in the district of school age was 5,850; the enrollment, 4,042; average number belonging, 2,295; average daily attendance, 2,036; number of teachers employed, 50; percentage of attendance, 91.

The course of study received some modifications this year. Too much prominence had been given to Geography, and it was discontinued in the two highest grades and Botany introduced instead, which alternated with History of the United States. Some little progress was thought to have been made in vocal music, under a special teacher. The regular teachers, so it appears from the published report of this year, had, with few exceptions, not encouraged the music teacher in his labors.

Drawing had a worse fate than music. The instruction was not systematic and therefore unproductive of practical results. Superintendent Phillips said: "I see no remedy except in employing a thoroughly competent special teacher to superintendent and direct the teaching of mechanical and object drawing in all the schools."

1872-3-4.

No report of the schools was published from 1872 to 1874. The superintendent preserved some of the statistics, which indicate continued progress in the quantity and quality of the work. Public sentiment in favor of the schools was forming and crystallizing, and whatever opposition there had once been was rapidly dying out. An effort was made during this period to teach "object lessons" after the plan proposed by Mr. Sheldon. The results in the lower grades were not satisfactory, and the work in this direction was virtually abandoned.

When the Board was organized in September, 1872, W. E. Sheffield was elected President; James Craig, Secretary, and J. V. C. Karnes, Treasurer. The other members were T. K. Hanna, Henry R. Seeger and Joseph Feld. John R. Phillips, Superintendent.

The enumeration of school children in 1872 was 6,198, of whom 4,138 were enrolled in the schools. The average number belonging was 2,361; the average daily attendance, 2,034; the percentage of attendance, 90. There were employed 57 teachers, including the special teachers of music and German.

The school year of 1873-4 produced the following changes in the Board: Major Henry A. White and Mr. C. A. Chace were elected the successors of W. E. Sheffield and Joseph Feld, the retiring members. The only change in the officers was that Henry A. White was elected President. The Secretary and Treasurer were re-elected.

Each year the schools continued to improve. The pupils were more regular in their attendance, better discipline was maintained, and there was a perceptible improvement in methods of instruction.

The total number of teachers employed was 56. Enumeration of children of school age, 6,636, a small increase over the preceding year. There were enrolled in the schools, 4,164 pupils; the average number belonging, 2,517; average daily attendance, 2,328; and percentage of attendance, 91.5.

SUPERINTENDENT JOHN R. PHILLIPS.

Supt. Phillips resigned July, 1874, after having charge of the city schools for five years. He found the schools unorganized, ungraded, and each school independent of the others. There was an entire absence of anything like a common unity in the work. He addressed himself diligently to the reformation of abuses that had crept into the schools. A course of study, such as had the sanction of the best educators of our country, was adopted, embracing seven years for the ward schools and four years for the high school department. As an organizer, Mr. Phillips planned and executed well. His entire administration was

eminently successful, and he laid a solid foundation at the beginning of his work here to which he conscientiously adhered.

In his official relations with the Board of Education and the teachers he was always courteous and gentlemanly. His sense of right and justice were two of the most prominent traits of his character, and he carried these ideas into all the practical duties of life.

November, 1874, after a brief illness, Prof. John R. Phillips died at his residence on Forest avenue. Thus passed away in the prime of his manhood one who had devoted five years to building up of the cause of popular education in Kansas City. His loss was universally deplored by all classes of citizens.

1874-5.

In July, 1874, Mr. J. M. Greenwood was elected Superintendent, which position he still occupies.

For the school year of 1874-5, the officers of the board were unchanged. Mr. R. H. Hunt and Mr. James Craig were elected to fill the vacancies which occurred in September, 1874. The board thus organized was composed of the following gentlemen: Messrs. H. A. White, President; J. V. C. Karnes, Secretary; James Craig Treasurer; Thos. K. Hanna, C. A. Chace and R. H. Hunt.

Enumeration of school children April, 1874, was 7,738; and the following year 8,144. The number of pupils enrolled was 4,262, an increase of sixty-six over the previous year. Fifty-five rooms were owned by the district. During the year there were fifty-eight teachers employed in the schools.

Upon taking charge of the schools Mr. Greenwood arranged a syllabus of the course of study that would serve as a guide for the teachers. Using this, the work was systematized in all the grades. Special attention was given to language and composition exercises. To remedy defects in reading the teachers received special drill in phonic analysis. How to teach each branch in the ward schools and how to adapt the instruction to the capacity of the pupils were fully explained at the monthly meetings.

The plan of promoting upon the final examination only was discontinued; and promotions were made upon the "mean" average of the written examinations, the daily work, and the daily deportment record. Excellent results were produced in the schools, and greater incentives to good conduct established. Self-control became an important factor in school management.

1875-6.

The school year opened favorably. Messrs. Hanna and White retired, and Mr. Henry Switzer and Mr. E. L. Martin were elected their successors.

ORGANIZATION SEPTEMBER, 1875.

Officers: J. V. C. Karnes, President; Henry Switzer, Secretary; James Craig, Treasurer. Members: J. V. C. Karnes, Robert H. Hunt, James Craig, Henry Switzer, C. A. Chace, E. L. Martin.

STATISTICS.

Total number of persons, between six and twenty years of age, 7,126; total enrollment of pupils in the schools, 4,301; number of teachers, 60. During the summer the Central school building was erected. The total expenditures for all purposes per treasurer's report, was \$87,262.98.

In methods of instruction the following principles were closely adhered to:

1. The teacher must understand the entire nature of the pupil to be educated—physically, morally, intellectually, socially and esthetically.
2. This knowledge can be acquired by studying the body and its relations to the mind and reciprocally.

3. The subject to be taught must always be adapted to the capacity of the pupil.
4. In teaching, pass by easy steps from the *known* to the *unknown*.
5. In teaching, first present the concrete phase of the subject before the abstract by addressing both the eye and ear.
6. Small children, especially, need a great *deal of practice* and but *little* theory.
7. Teach one thing *only* at a time.
8. Mark the difference between *thorough* teaching and *exhaustive* teaching.
9. The teacher must know the subject matter to be taught.

SUMMARY OF THE YEAR'S WORK.

The work of the year was quite satisfactory. Decided improvement in teaching some of the branches was made, and the instruction in other branches more thorough, systematic and rational than ever before. Reading was better taught, and there appeared to be much greater interest taken in the subject than formerly. The reading of the pupils was, generally, natural, the articulation plain and distinct, and there seemed to be an earnest desire on the part of teachers and pupils to express the sentiments and feelings of the author in appropriate language.

Perhaps one of the marked improvements was in teaching Geography. This subject in nearly all the schools was brought to a fair degree of perfection.

The year before, the first attempt was made to teach writing on a scientific basis. Most cheerfully the teachers made the effort, and the rapid progress of the pupils surpassed all expectations.

Drawing received considerable attention; many pupils made wonderful progress. As a means of cultivating the hand, the eye, the imagination, the taste to appreciate the artistic in painting, sculpture, architecture, and designs of all kinds, drawing is invaluable.

Composition by degrees worked its way into all the schools, so that now it was one of the regular exercises of each week.

During the year a public library, to be under the immediate supervision of the board, and to be as permanent as any other department of the school system, was established. In aid of this movement three entertainments were given by the principals of the Lathrop, Humboldt and Washington schools, from which was realized \$446.50, and to this was added the very handsome sum of \$490, given by the patriotic ladies of the Centennial Association. From this beginning, together with the many contributions from the citizens, the foundation of a library was laid which will greatly increase the efficiency of our schools, and exert a direct influence on the prosperity of our city. The library was opened November, 1876, with a thousand volumes of choice works on the shelves.

1876-7.

The organization of the board remained the same as the year previous, and there was no change in the membership.

The school population was 8,303; the total enrollment of pupils 4,334, instructed by 58 teachers. Instruction in the German language was discontinued in the District Schools but retained in the Central school.

The financial condition of the district steadily improved. In the schools themselves everything was most satisfactory, and it was undoubtedly the most successful year since the organization of the schools, its workings becoming better understood by the people, and they lent a hearty support. In every department there has been the most perfect harmony, and one aim has seemingly prompted all alike, and that was for the greatest possible efficiency and progress.

A thousand volumes were added to the library. It seemed to meet a public

necessity, and the demand has been constantly increasing. There are now in the library about two thousand volumes, embracing every line of reading and investigation.

During the year the work of the board had been very pleasant. Not a single disturbing element from within, and but few complaints have come from without. The fame of the schools, their harmony and efficiency, has gone abroad, and that the educational growth is considered as marvelous as the commercial prosperity of the city.

1877-8.

Owing to a change in the school law the Board was not re-organized till April 1878. The only change in the officers that occurred was that Mr. E. L. Martin was elected Treasurer and Mr. James Craig General Agent.

The total number of persons in the district was 9,622, of whom 4,622 attended school, and were instructed by 59 teachers.

The new Lincoln school building, consisting of seven rooms was erected at a total cost of \$7,000.

On June 14, 1878, the public schools of Kansas City closed their eleventh year. From a small and doubtful beginning in the fall of 1867, they steadily grew in usefulness and prosperity until, with much pride and satisfaction, we can fairly say that they were now unsurpassed by any system of public instruction in the west. This high ground had been reached after much care and effort. To maintain this high standard it was necessary to ignore all sectarian and political influence, to preserve entire harmony in all the departments, and in the election of teachers to disregard all favoritism, and employ only those of the broadest culture and most extended experience.

The past year had been one of unusual success. There had been no disturbances of any kind. The teachers vied with one another in the full discharge of their important duties, and as an evidence of their efficiency and fidelity, upon the recommendation of the Superintendent, and with the concurrence of every member of the Board, the entire corps, without a single exception were all re-elected.

1878-9.

During this year one change only was made in the Board. Mr. R. L. Yeager having been elected successor to Mr. R. H. Hunt.

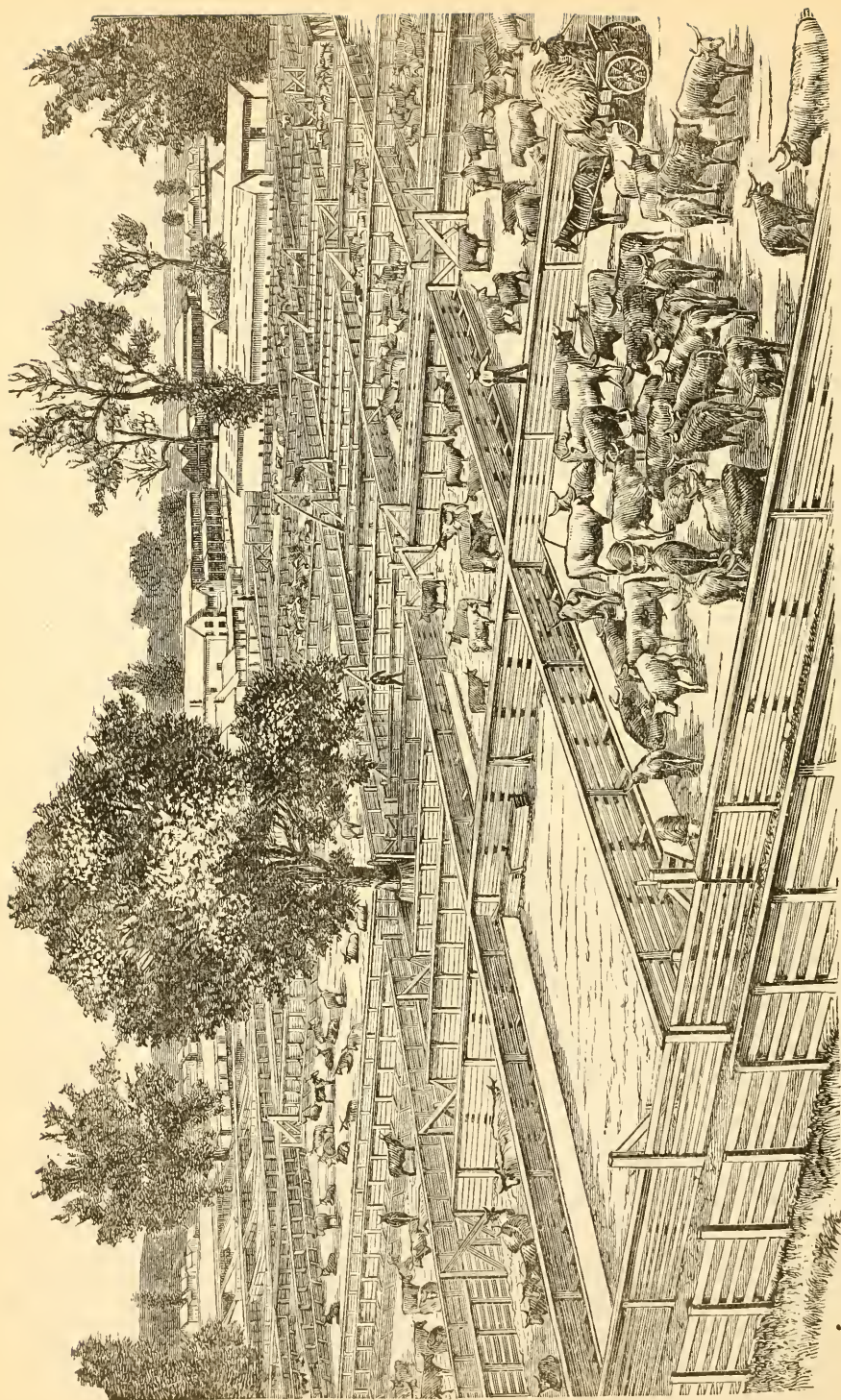
The officers were re-elected so that there was no change in the organization.

The school census shows the enumeration of persons of school age in the district to be 11,325, and the enrollment of pupils in school is 5,259, taught by sixty-two teachers.

The rapid growth of the city rendered it necessary that increased school accommodations should be provided, and during the summer vacation additions were made to the Franklin and Humboldt school buildings, thus furnishing eight new and commodious rooms at a total cost of \$8,640; but the crowded condition of the schools still remained a subject of constant and anxious consideration of the Board. All the schools were literally packed full of children, yet the entire working of the school system was highly satisfactory.

1879-80.

Since the last annual report, another school year has come and gone. This period has been marked by more than the usual changes in the educational management, the most important of which have been in the organization of the board: On October 31, 1879, James Craig, having removed from the State, resigned the office of director, which he had held continuously since December 2, 1869; and, on April 29, 1880, Henry Switzer died, leaving vacant the directorship he had likewise held continuously since September 21, 1875. Both of these



BIRD'S-EYE VIEW OF THE KANSAS CITY STOCK YARDS.

were men of efficiency, thoroughly devoted to the work of establishing and perfecting the public school system in our city. Their loss will be long felt by the community, and their memories deserve to be, and will be enshrined in the affections of a grateful people. Of these positions, the former was filled by the appointment and subsequent election of Gen. Frank Askew, and the latter by the appointment of Henry C. Kumpf, Esq., both of whom have been long and favorably known to our citizens. Mr. Craig had likewise been the business agent of the board for several years, and, upon his retirement, J. W. Perkins, late principal of the Washington school, was engaged to fill the place. He resigned recently and W. E. Benson, late city clerk, was secured for the position which he now holds and fills most acceptably. With these exceptions, the board remains as heretofore.

There was an increased enumeration of children this year over last of three thousand, eight hundred and fifty, (3,850,) making it necessary to greatly extend the school facilities. For that purpose, at the spring election, there was voted a two-mill tax for building purposes. The collection of this was anticipated and fourteen additional rooms were erected. This was accomplished by the erection of the Karnes school on Troost avenue, between Third and Fourth streets; by adding to the Lathrop, Woodland and Lincoln buildings, and by the purchase of a house in West Kansas, designed temporarily, for a branch of the Lincoln school. Year by year the schools grow in favor; the per cent. of attendance is larger; the city is doubling itself every decade; the proportion of children to taxable wealth is very great; so under these circumstances, how to meet the pressing demands is a question of no ordinary importance.

The school work of the past year has been entirely satisfactory. Every year is an improvement on the previous one. Our educational growth is keeping pace with our commercial. The people in their wise action, have directed the exclusion of all sectarian or political influences, and so the current of educational life flows smoothly on, widening and deepening as it flows. Our course of instruction is not so comprehensive as that attempted in many places, but that which is undertaken is well done, and the preparation for useful, intelligent citizenship is now within the reach of every child in this city.

The same unity of feeling pervades every department that has characterized the school management for years past. The people at all times have accorded a hearty support. From the day the public school system was established in this city, no step has been taken backward, and there is every reason to expect a continuance of this increasing prosperity.

1880-81.

The schools closed June 9, 1881, after having completed the most prosperous year's work since their organization. For seven years the utmost harmony has prevailed in every department—the Board of Education, the Superintendent, and teachers—all having worked unceasingly to bring the schools to the highest degree of perfection. From sixteen teachers in 1867, the corps has increased till at present it numbers one hundred and three earnest and faithful workers. Complete preparations have been made to furnish and equip sixteen additional rooms during the present summer so that they will be ready for occupancy when the schools open in September.

Under the skillful financial management of the Board, all claims of whatsoever character have been promptly paid on demand, and the entire business for the last six years has been conducted on a cash basis.

In 1873 the first class, consisting of four members, graduated from the Central school, and a class has graduated every year since. The total number of graduates is 136, of whom forty-three are males.

Since the foundation of the library in 1876, it had continued to increase in

usefulness and importance, and to attend to it properly required so much of the Superintendent's time from his other duties, that the Board last March employed Mrs. Carrie W. Judson as librarian and to perform such clerical duties at the office of the Board of Education as the Superintendent might direct. The library, is now kept open every day and its duties promptly attended to.

Already there are 3,000 volumes in the library, and large additions will be made during the year.

There are 16,981 children between six and twenty years of age in this school district, and 8,026 enrolled in the schools.

The Board remains unchanged in its organization and membership.

The public schools of this city have achieved a reputation for substantial work which places them among the foremost in the country.

CHAPTER XVIII.

KANSAS CITY—WHY SHE IS AND WHAT SHE IS.

A Summary of the Facts of Her History—The Facts that Caused Her Growth—Her Markets, Her Railroad System, and Fast Freight Lines—Steamship Agencies—The New West, and Its Resources.

The origin and development of Kansas City were based upon certain facts inherent in the nature of things, which, in this closing chapter, it will be well to review.

It will be seen in the preceding pages that these facts relate to transportation facilities. The situation now is as advantageous as in the beginning, and will in the future, as in the past, maintain for this city a controlling position.

In the first place, it was the junction of the Missouri and Kansas Rivers at this point that induced the early French traders and trappers to locate here. Their means of transportation was by packing and by batteaux on the rivers, the latter being by far the best. The junction of the Kansas and Missouri Rivers, therefore, afforded them this facility in a much more extended area of country than any other point in the west. It practically controlled the entire north and west, from the British Possessions to the 38th degree of latitude, and west to the Rocky Mountains.

Again, it was the angle in the Missouri River, at this point, that directed the Santa Fe trade hither. Steamboat navigation on the Missouri being begun almost simultaneously with that trade, afforded cheaper transportation than by wagons; hence it was employed to this, the nearest point to Santa Fe. The character of the country between this angle in the river and Santa Fe, and its superior facilities for making wagon roads and subsisting trains, held it here against all attempts to divert it to the waters of the Red and Arkansas Rivers. Between here and Santa Fe were high divides, with plenty of grass and water, while from the Arkansas and Red Rivers there were more streams to cross, yet less water and wide stretches of sandy plains.

The same superior natural facilities for transportation made this the starting point for the expeditions to Mexico during the war. It was the nearest point to Mexico to which troops and supplies could be moved by water, and afforded the best roads.

It was the same natural facility that diverted hither the larger part of the

great California and Utah emigration. It was the most westerly point to which water transportation could be had, and the country beyond afforded the best roads water grades, and fewer streams.

WHY THE TRADE CAME TO KANSAS CITY.

These facilities, however, were equally available to Independence and Westport, and as both these places were in existence before Kansas City, and fast grew rich in the Santa Fe trade, the outfitting of Mexican expeditions, and the overland emigration to California, it was another fact that finally concentrated these interests at Kansas City. This fact was the superior natural landing for steamboats at this point. The angle in the river here threw the water against the shore at the point where the city is located, making here a rock levee, better than any improvement could make one at any other point on the river. This made this a preferred point by the river men. Again, the contiguity of prairie for holding and feeding teams made this a preferred point by the freighters and emigrants. These facts led to the concentration of these interests at the spot where the city now stands, and caused the growth of the city up to 1857, by which time it had distanced all existing rivals.

It was the same natural facilities that diverted overland freighting to Colorado, which began in 1858. It was the most westerly point to which the freight could be transported by water, and hence nearest to the destination of the freight; whether for mines or government posts, the water, grades and light ascents afford the best wagon roads. It was largely the lack of these advantages that caused Leavenworth, Atchison and St. Joe to fall behind in competition for this trade. It was no nearer to the destination of the freight to take it to those places, while it was further from the starting point and cost more as river freight. At the same time the country between them and the points of destination did not afford such good roads. This fact was illustrated in the case of Leavenworth to a marked degree, as she, after spending two years and considerable money in attempting to open a route of her own, was at last compelled to make a road to the Kansas River and bridge that stream a few miles west of Kansas City to obtain access to Kansas City's route.

When railroads began to be extended westward from the Mississippi river, the facts above stated had already caused the development at Kansas City of so large a trade as to make it an attractive point for them, besides which the natural facilities for trade beyond Kansas City made it almost necessary for them to come here to connect with the trade of the plains and mountains. In addition to this, they could reach Kansas City on water grades, which made it cheaper and easier to build and operate the roads. No such advantages could be secured by seeking other places. These facts controlled their direction.

In the construction of roads to the westward a similar state of facts existed. In the first place, there was a trade already established, and in the second place there were water grades. Therefore, Congress, in fixing the eastern terminus and route of the great Pacific Railroad, fixed it at Kansas City, and defined its route as the existing route of trade.

Again, when Southern Kansas was settled the Kansas River was found to be a great barrier between the people and the river cities of their own State, while Kansas City, located at the mouth of that stream, was accessible to them. The same facts had previously concentrated here the trade of the Indians, after their removal to the west. This brought the trade to Kansas City, and railroads have been constructed to accommodate it. So great were these natural advantages that the disturbed condition of society during the war, and the depredations of thieves and bush-whackers upon the trade of Kansas City could not entirely drive trade to other places. And so soon as this unnatural order of things passed away the trade fell naturally into its old channels.

When the stock growers of Texas began to seek a market for their cattle they soon found Kansas City the nearest point to their herding grounds at which they could avail themselves of competing rates to eastern markets.

When beef packers, attracted by the cheapness of Texas cattle, sought an adjacent point for packing purposes, they found Kansas City the nearest point to the source of supply where adequate transportation and banking facilities were available.

The location of the packers here, together with the necessity of re-shipping the cattle here, brought into existence a market for Texas cattle, which in its turn brought here the product of cattle and hogs of the adjacent country, and created the live-stock market.

The directions of the railroads, as determined by the facts above stated, existing at the time of their construction, made Kansas City the gateway through which all merchandise going into the country west of her, and for all grain products going to market, must pass. The fact that one system of railroads was projected to Kansas City and another beyond made this the terminal point for both and rendered re-shipment necessary. These facts have greatly stimulated the jobbing trade which had already grown out of the outfitting of freighters and the supplying of immigrants, and have called into existence here the grain market.

It is a well established policy with railroads to make such rates as will control, as far as possible, the shipment of freight to their termini instead of allowing it to be switched off to other roads at intermediate stations. It is also a well established policy with railroads to make rates for long distances proportionately less than short. These facts make Kansas City a preferred point by all the railroads, because it is their termini, which is a great advantage over any other place in the Missouri Valley, and secure to her such favorable rates to and from the Atlantic cities, that she is able to maintain a higher range of prices in her markets than any other place in the valley, while she can supply merchandise at lower prices. These facts have greatly stimulated her markets and her trade.

These latter are existing facts that for the future give Kansas City a controlling position, as they have done in the past, and will remain so as long as railroads continue to be managed as they are now.

But there must come a time when better regulations will be established and the present confused and arbitrary changing of rates abolished. When such a change takes place, the new system cannot but embrace a reasonable allowance of profit on their business. Then roads that can be most cheaply operated will be the cheapest roads to commerce. These will of course be the water grade roads. In that situation Kansas City will be still the possessor of superior advantages, as she has two water grade roads to the Mississippi River, two to the Rocky Mountains, two to the north to Sioux City and Omaha, and two to the south, which, owing to the topography of the country, are equal to water grade roads.

THE LESSONS OF HISTORY.

The facts narrated in this history impress two important lessons. The first of these is that, in a free country like America, commerce establishes its own capitals, and that in doing so it is governed by natural laws as fixed and immutable as the laws governing the manifestation of physical phenomena. The purpose of commerce is primarily to make profits for those engaging in it, and the profit being fixed the less the exertion and hazard of making it the better, or the exertion and hazard being fixed the greater the profit the better. The tendency of commerce, therefore, is to accomplish its purposes in the speediest and easiest way, and when left free it invariably finds and accepts that way. In other words, motion follows the line of least resistance, which is the great physical law to which commerce no less than all other kinds of movement is subservient. The second of these lessons is that, a people active and united for common purposes,

and possessing equal advantages are far more likely to succeed than a people who are divided or inactive. Nay, they may, and often do overcome even superior advantages. This is illustrated in a most marked degree in the efforts of the people of Kansas City at the close of the war of the rebellion. Prior to that time, they had great natural advantages which made her well nigh invincible by any rivalry. But at that time her trade had been dissipated and her people driven away by the facts and exigencies of war. A new era was dawning in which the railroad was to succeed the steamboat and wagon as a means of transportation and travel. The advantage was now with her rivals, except that she was situated at the junction of water grades, which were not then appreciated as they are now. At this juncture her people became united again, notwithstanding the acerbities of war from which they had so recently emerged, and by promptness, vigor and sagacity, secured the advantages others thought they had already in their hands. Kansas City has but to preserve this unity of action to acquire the trade of the whole trans-Missouri country west to Arizona and south to Mexico.

THE POSITION AND TRADE OF THE CITY.

Kansas City is the largest city between St. Louis and San Francisco, having double the population of any other.

She is the undisputed metropolis of the New West, embracing western Missouri, Kansas, southwestern Iowa and southern Nebraska, Colorado, New Mexico and northern Texas.

She is the financial center of that vast region, its banks keeping their deposits in her banks and drawing their exchange upon them.

Her jobbing merchants supply this entire country with merchandise.

She has the only live stock market west of St. Louis—a market that ranks as second or third in the United States, and where the hogs and cattle of the country mentioned are marketed.

She has the largest packing business west of St. Louis, and the largest cattle packing business in the world.

She is the grain market for all the country mentioned, and is the best winter wheat market in the United States, and she has the only grain market west of St. Louis where grain is sold on call.

HER RAILROAD SYSTEM.

Her railroad system is as follows:

First—The Missouri Pacific, from St. Louis to Kansas City.

Second—The Missouri Pacific to Leavenworth and Atchison, connecting with the Central Branch of the Union Pacific, for northern and northwestern Kansas, and the Atchison & Nebraska for Lincoln and Columbus, Nebraska.

Third—The Wabash, St. Louis & Pacific, for St. Louis, Toledo and Chicago.

Fourth—The Hannibal & St. Joseph, from Kansas City to Chicago over the Chicago, Burlington & Quincy, from Quincy.

Fifth—The Chicago & Alton Railroad, for St. Louis and Chicago.

Sixth—The Chicago, Rock Island & Pacific, for Chicago.

Seventh—The Kansas City, St. Joseph & Council Bluffs, to Omaha, Sioux City and St. Paul.

Eighth—The Union Pacific, to Denver, Salt Lake and San Francisco. It connects with the Colorado system of railroads, which it controls, except the Denver and Rio Grande.

Ninth—The Atchison, Topeka & Santa Fe, to Pueblo and Cañon City, Colorado, Santa Fe, New Mexico and California cities, by the Central Pacific.

Tenth—The Kansas City, Lawrence & Southern Kansas to Coffeyville, Winfield and Wellington.

Eleventh—The Kansas City, Fort Scott & Gulf road, to Baxter Springs, Joplin and Springfield.

Twelfth—Kansas City & Eastern, to Lexington, Mo.

Thirteenth—The Missouri Pacific (M. K. & T. Branch), via Pleasant Hill for Galveston, Houston and intermediate Texas points.

FAST FREIGHT AND STEAMSHIP LINES.

The following named fast freight lines have agents located here soliciting business for them: Star Union and National, Great Western Dispatch, Erie and Pacific Dispatch, Canada Southern, Merchants' Dispatch, Continental, White Line, Blue Line, Southshore Line, Commercial Express and the Midland.

The following named steamship lines have agencies here and contract for freight to Europe at this point: National, White Star, Great Western, Guion, Cunard, Inman, Anchor, State, Wilson's, Hamburg, American Packet Company, North German Lloyd, White Cross, Netherlands, American, of New York, Montreal and New Orleans, Red Star and American, of Philadelphia.

AS A MANUFACTURING CENTER.

As a manufacturing center, Kansas City has unequaled advantages in her cheap and abundant coal, and in the cheapness and abundance of materials afforded by the contiguous country, a brief summary of which will be found further on in this chapter.

POSITION AND TRADE.

True, this city does not yet supply all the merchandise, nor market all the products of the vast region tributary to her. The country and the city, commercially speaking, are but a quarter of a century old. The people coming in from all quarters, as emigrants always do, at first look back to the point from whence they came for supplies and for markets. It takes time to establish new associations. This city, as a depot of supply, is not to exceed fifteen years old, and as a market not to exceed ten, but her development in these respects is, for rapidity, without a parallel in the history of cities. She has trade relations established throughout the domain, and now she reaches a point where all competitors must give way forever. She sends merchandise to Kansas, Colorado, Nebraska, Missouri, Iowa, New Mexico and Texas, and though this trade has not been in existence to exceed ten years she has now nearly excluded all competitors from the markets for the cattle of Texas, Colorado, Nebraska, Kansas, the Indian Territory, New Mexico and western Missouri; the hogs of western Missouri, Kansas, southeastern Iowa, southern Nebraska and northern Texas; the sheep and wool of Kansas, Colorado and New Mexico, and the wheat of western Missouri, Kansas and southern Nebraska, and partly of southwestern Iowa.

That she will in a few years market all the products of this vast area and supply it with all its merchandise, is certain. Her railway lines penetrate it, radiating from her in all directions. The railway systems of the entire area centers at Kansas City, the roads that do not terminate here making their connection with those that do. The absence of navigable waters makes the railways the sole arteries of commerce, and that they will bear the products of the country to Kansas City, and bear the merchandise from Kansas City, is as certain as that they radiate from Kansas City to all parts of the country.

It is a remarkable fact that the markets of Kansas City came into existence and grew to nearly equal importance with those of St. Louis and Chicago—in some respects to a controlling position—within five years, while there was little visible growth in the city and little immigration into the country. It is a remarkable fact also that during the same period, and under the same conditions, the mercantile business of the city was quadrupled, and has continued to grow with unprecedented rapidity since. The significance of these facts is unmistakable. It simply means the rapid, intense concentration of the trade of the country at Kansas City.

Since, therefore, Kansas City already so largely controls the trade of this vast area, and since its intense and speedy concentration here is assured by the facts above stated, it manifests that her growth will be measured by that of the country. It remains only for us to review the resources of the country and compare them with those of districts commercially tributary to the great cities of the world, to arrive at some idea of what Kansas City must become.

In this we cannot avail ourselves of the exact statistics offered by old, settled and developed countries; ours is so new that we as yet scarcely know the extent of its possibilities—we know only the nature of them, and have estimated magnitudes below which they can not fall.

THE NEW WEST AND ITS RESOURCES.

The area in which Kansas City trades may be defined as between the 17th and 29th meridian west from Washington and the 23d and 41st parallels of latitude, embracing a greater variety of climate and mineral and soil products than can be found in any similar area in the world. The great agricultural belt of the United States crosses it. It contains the greatest pastoral region in the world, and embraces the famous lead, zinc and coal mines of Missouri and Kansas, and the lead, coal, iron, silver and gold mines of Colorado and New Mexico. There are no adequate statistics of its population or productions. It is so new, and has been settling and developing so rapidly since the general census, in 1870, that the facts of that census would grossly misrepresent its present condition, and the census of 1880 is not yet available.

The general conditions of a country have much to do in determining its fitness for the habitation of man. These may be said to consist of climate, rainfall and soil, and we propose first to take a brief view of these.

CLIMATE.

As above stated, this country embraces a wide range of climate, due partly to the number of latitudes it embraces, and partly to the difference in altitude, the country rising from about seven hundred feet at the Missouri River, to about five thousand at the base of the mountains. However, the most desirable latitudes cross it, the country between the 38th and 42d parallels, both in this country and Europe, having been found to be the best adapted to vigorous manhood, longevity, and physical and mental effort. These parallels embrace, on both hemispheres, the largest per cent. of the population north of the equator, and the seat of man's highest achievements.

The country between the Mississippi River and the Rocky Mountains is specially favored in regard to climate. In the summer the prevailing wind is from south southeast to north northwest, and it comes from the Gulf of Mexico laden with moisture, which tempers the summer heats to a degree not experienced in the country east of the Mississippi River. In winter the prevailing wind is from north northwest to south southeast. It comes from the streams and currents of Pacific Ocean, and in crossing the mountain ranges of the west, its moisture is precipitated in snow, hence it comes to the prairies east of the mountains dry and bracing. It is needless to state the fact that a cold air that is dry is vastly less disagreeable or unhealthy than one that is damp. And this makes the difference between the country west of the Mississippi River and that east of it, in winter time; for while it is dry and healthful west of that stream, the northern wind east of it crosses the great lakes, and is laden with unhealthful moisture.

It is due to this fact that the western plains are so healthful for man, and so favorable for live stock. Thousands of people who have become invalids in the east, have been restored by removing to the west. It is needless to cite instances; they are so numerous as to have already established the reputation of the country, and to have made some parts of it, as Colorado, an asylum and resort for health-

seekers. The atmosphere of the western plains is in winter delicious—cool, dry and bracing. All animal life is invigorated, man grows stronger, and animals thrive and fatten better without shelter than they do with it in most eastern longitudes. Sounds penetrate to great distances, and the air is so elastic and clear that it seems, if it could be successfully struck as a bell, it would resound throughout the Heavens with clear, ringing music. Vegetation and dead animals do not decay, but dry up, the former retaining all its nutritive properties. The western prairies are covered in winter, not with dead grasses, but with fine, well cured and nutritive hay, upon which the immense herds of buffalo, elk and deer have lived and fattened throughout all the ages, and upon which it has now been found that cattle and sheep thrive equally well.

The following additional facts relative to the climate, we glean from the writings of Dr. Latham:

“The great belt of country between the Missouri River and the Pacific Ocean is bisected about equally north and south by the great snowy range. As you leave the Pacific Ocean or Missouri River, and approach these lofty mountains, you gradually rise until you are on the elevated table lands of the continent.

“Through these immense grassy tables the streams run which drain this mountain range of its snows and running waters. As you approach nearer to the mountain base, you reach greater elevations, and find the country better watered.

“Intersecting this country, extending from the Missouri and Mississippi Rivers to the foot of the mountains, one thousand and one hundred miles north and south, and five hundred miles east and west, is the great Rio Grande, Neuces, San Antonio, Gaudaloupe, Colorado, Brazos, Trinity, Main Red, Washita, Canadian, Cimarron, Arkansas, Smoky Hill, Saline, Solomon, Republican, North and South Platte, Loup Fork, Niobrara, White Earth, Big Cheyenne, Little Missouri, Powder, Tongue, Rose Bud, Big Horn, Wind River, Yellowstone, Milk River, Mussel Shell, Marias, Jefferson Fork, and the head of the Missouri itself above the Yellowstone; each one in itself fitted to take rank with the great rivers of the world, and all aggregating fully twenty thousand miles of living crystal water. Each one of these is made up of innumerable smaller streams, some of which would be called great but for comparison with the larger parent streams, all making a complete network of mountain streams, draining every mountain and hillside, and watering every valley.

“The western slope is equally well if not better watered. I do not think there is another country so well watered as the two Rocky Mountain slopes. From El Paso del Norte, on the Mexican boundary, to the headwaters of the Missouri River, a distance, if measured by the windings of the great mountain range, of from eighteen hundred to two thousand miles, there is not five miles between the small mountain streams that run down the great slopes to form these larger ones. The valleys of these little, and even of the larger streams, are covered with a dense growth of tall grass; while the higher grounds between these streams are covered with a shorter but sweeter growth. The bluffs bordering on the large streams on the plains are not high nor precipitous, but rounded and regular, and grass-grown. Nearer the mountains, these bluffs are higher and steeper, and in some instances amount to cañons, and afford the best protection to all kinds of stock.

“The country west of the foot of the Sierra Madre or Snowy Range, is divided into the great mountain valleys, such as the great parks of Colorado and the Laramie plains, all of which, to the height of nine thousand feet, are covered with luxuriant grass. These valleys are elevated table-lands like the steppes of Asia, with soil, climate and productions similar. I have devoted this much time to the physical geography of the trans-Missouri country, that your readers may know of its general formation, of its streams, etc.

“There is, perhaps, no one subject so little understood as that of the climate

of this country. It is entirely unlike the Atlantic and Mississippi Valley States. Judged by the climate of the States in the same latitude, and at the same altitude, four-fifths of this larger division of our country would be uninhabitable from snows and frosts.

"On the Atlantic coast, on the White and Alleghany Mountains, the perpetual snow line is or would be, seven thousand feet above the sea. In the same latitude on the Rocky Mountains the snow line is from twelve to fourteen thousand feet above.

"The terminal line of vegetation on the White Mountains is five thousand feet; on the Alleghany Mountains it is five thousand five hundred feet; on the Black Hills, at Sherman, eight thousand and two hundred, and the still higher points, as high as nine thousand feet, are covered with luxuriant growth of grass.

"Strawberries are picked on the Snowy Range to the height of eleven thousand feet, and evergreen trees grow to the tops of the highest mountains, which are over fifteen thousand feet high. The great table lands and the elevated plains and valleys of the mountains, such as North, Middle and South Parks, and the Laramie plains, are one and two thousand feet above the tops of the Atlantic coast range mountains, and in the same latitude, *are as mild as the Atlantic sea level.*

"There must be some powerful influence to make such wonderful differences on the same continent.

"England, in latitude 62° , has a warmer climate than Long Island in 40° . Nova Scotia, 45° , is nearly frigid in temperature, while in France, in 49° north latitude— 4° farther north—is vine clad. While the inhabitant of Nova Scotia shivers over his fire, the Frenchman reclines in the shade of his "vine and fig tree."

"The climate of Europe is tempered by the eternal waters of the Gulf Stream, which has been heated in the tropics. Not only is the climate on the immediate coast directly influenced and changed by the Gulf Stream, but the winds warmed by it give the vine, the ivy and the geranium to the Seine, the Rhine and the Elbe, and even invade the realms of the winter king on the sides of the lofty Alps, the Ural, the Appenines and the Pyrenees.

"Thus it is here. The western coast of our continent is washed by a tropical stream greater and warmer than the Gulf Stream, and which makes San Francisco, in the same latitude as Richmond, 14° warmer; makes Astoria, in the same latitude as Fort Brady, Michigan, 28° warmer in winter, and 12° warmer all the year round; makes Sitka, Alaska, in the same latitude as Nain, Labrador, 32° warmer in winter, and 17° the whole year round

"The currents of air heated by the thermal waters, are forced east, and spreading through the valleys of the great mountain range, give to Utah (four thousand and five hundred feet above the sea), grapes, peaches, apricots, cotton, the sugar cane, and other tropical productions. To Colorado, along the eastern base of the mountains, at an altitude of five thousand feet, it gives the climate of Virginia and Tennessee.

"This heated wind, the warm, balmy breath of the topics, makes the snow and ice shrink and retire up the sides of the lofty Sierre Madre; giving up the land to the wild rose, the mountain lily, and honey suckle, the columbine, and the trailing arbutus, and hundreds more of all the flowers, all spreading out into a floral carpet of the richest and most varied colors.

"Mild temperatures in our high altitudes and latitudes are not of their kind wonderful in comparison with Asia, whose table-lands in the great Himalayas are many degrees north of ours, and higher than the tops of Long's Peak and Fremont's Peak and Mt. Hood.

"The Plains of Sadak, belonging to the Rajah of Cashmere, in latitude 40° , are fifteen thousand feet high. Their snow and rain fall is less than ours. Herds of cattle, sheep, and horses gaze upon them the year round, while still higher on the hill sides which surround them, the Tartars grow barley and oats each year.

MEAN TEMPERATURE OF POINTS ON THE PLAINS AND IN THE MOUNTAINS.

"Fort Kearney, Nebraska, has a mean temperature of 50° , so has the whole North Platte region to the foot of the Black Hills.

"All the Missouri River, from Omaha to one hundred miles north of Fort Benton, has a mean temperature for the year of 45° Fahrenheit. All the country intervening between the North Platte on the south—the line of 59° temperature—and the Missouri River on the north, has a temperature between 45° and 50° . There is no part of the country north of the Union Pacific Railroad and south the British line, north and south, and between the Missouri River on the east, and the Rocky Mountains on the west, that has a lower annual temperature than 45° . South of the Union Pacific Railroad, to the Rio Grande, the mean annual temperature varies from 50° to 60° . No single point has been found south of the Union Pacific Railroad, east of the mountains and west of the Mississippi, where the temperature is below 50° . Nor is there a point where it is higher than 65° ."

THE RAINFALL.

The facts above stated concerning the prevalent directions of the winds explain the mystery of the western rainfall. The southern winds coming up from the gulf in spring and early summer bear moisture which is precipitated into rain in the higher latitudes. In the latter part of the season the winds coming in the other direction their moisture is precipitated in snow upon the mountains, and they reach the great plains dry and cool. Owing to this fact, three-fourths of the annual rainfall in the country west of the Missouri River occurs in April, May and June—just the season when the growing crops and grasses need it, while in the latter part of the year, when dry weather is needed to mature the crops, it presents exactly the requisite conditions.

That is what manifestly gave rise to that popular myth of twenty years ago—"The Great American Desert." Travelers, *voyageurs* and emigrants crossing the great plains, leaving the Missouri River in May, reached the supposed locality of this great arid plain after the larger part of the rainfall of the year had been precipitated. They found it dry and covered with a short bunchy grass which was unknown to them, and which was, therefore, supposed to be a worthless, scrubby product, incident to an arid and desert region. Later experience and more adequate observation develops the facts that the rainfall is not so much less than in other districts, as had been supposed, but occurs at a particular season, and that the short bunchy and supposed worthless grass is the best grass in the world for all ruminant animals.

In this connection the following tables relative to the rainfall will be found interesting and valuable:

Names of Stations.	Lat . .	Long . .	Alt . .	Jan . .	Feb . .	March .	April .	May . .	June .	7 ¹ / ₂ for 6 months.
Fort Riley	$39^{\circ} 03'$	$96^{\circ} 35'$	1,300	0.44	0.54	1.11	1.01	2.30	4.22	9.62
Lawrence	$38^{\circ} 58'$	$95^{\circ} 16'$	884	2.30	0.65	2.30	2.85	1.41	3.58	13.45
Marhattan	$39^{\circ} 12'$	$96^{\circ} 40'$	1,300	.50	.20	.50	1.40	2.98	4.31	9.89
Council Grove	$38^{\circ} 42'$	$96^{\circ} 32'$	1,000	3.50	1.35	1.70	2.30	2.70	5.65	17.20
Fort Leavenworth	$32^{\circ} 21'$	$94^{\circ} 54'$	896	1.44	1.07	1.50	1.40	1.00	3.55	9.96
Mean				1.65	0.82	1.42	1.79	2.09	4.26	12.02

The following table shows the rainfall at the stations named, west of sixth principal meridian, from January 1st to July 1st, 1874:

Names of Stations.	Lat.	Long.	Alt.	Jan.	Feb.	March.	April.	May.	June.	Total for 6 months.
Fort Hays.	38° 59'	99° 20'	2,107	1.32	1.80	7.26	2.34	3.68	2.18	18.58
Fort Wallace.				0.09	0.68	0.20	0.50	3.31	0.19	4.97
Fort Larned.	38° 10'	98° 57'	1,932	0.27	2.47	0.53	2.60	3.45	1.15	10.47
Mean				0.76	1.65	2.66	1.81	3.48	1.18	11.34

THE EXTENT OF THE FALL.

The Agricultural Department furnishes the following statement of the average fall of rain in the several States below named, in the months of May, June, July and August, for a period of ten years, which shows favorably for the New West :

	Inches.		Inches.
Kansas.	19.19	Indiana	15.50
New Jersey.	17.21	Missouri	15.37
Iowa.	17.05	New York	15.25
Connecticut.	16.70	Nebraska	14.96
Massachusetts.	16.47	Vermont	14.69
Pennsylvania.	16.28	Illinois.	14.68
Maryland.	16.12	Rhode Island	14.45
Kentucky	16.12	New Hampshire.	14.27
Maine	16.10	Wisconsin	14.15
Minnesota	15.91	Michigan	14.01
Ohio.	15.75		

Col. R. S. Elliott, late industrial agent of the Kansas Pacific Railway, made this subject a special study, and in his "Industrial Resources," says:

"Within a few years the rain-gauge has been brought into service at points distant from each other, but located at irregular intervals across the continent, and its record shows not only greater precipitation than was formerly believed to take place on the plains, but that the distribution is unequal in time, giving us the largest proportions in the growing seasons—spring and summer."

In his late work, "The Mississippi Valley," Prof. J. W. Foster, says: "The rains which water the Atlantic slope are equally distributed, the variations being very slight; while those which water the Mississippi Valley are unequally distributed, those of spring and summer being greatly in excess—a fact," he says, "which has been overlooked by most meteorologists in reference to the geographical distributions of plants." As we pass westward from the Atlantic the inequality increases until we pass the Rocky Mountains. "Contrasting the two stations, New York and Fort Laramie," says Prof. Foster, "it will be seen that on the sea-board about forty eight per cent. of the yearly precipitations occurs during the fall and winter, while on the plains only twenty-five per cent. occurs during that period, and that, while on the sea-board the precipitation is nearly uniform during the four seasons, three-fourths of the precipitation on the plains occurs during spring and summer."

At Fort Riley about sixty-nine per cent. of the annual precipitation is in spring and summer; at Fort Kearney, eighty-one, and at Fort Laramie, seventy-one per cent. From observations at Forts Harker, Hays and Wallace on the line of the Kansas Pacific, the same rule seems to hold good. Records have not been long enough continued at these three posts to give a long average, but the mean appears to be between seventeen and nineteen inches at Hays and Wallace, and probably more at Harker.

A popular belief exists in Kansas and Nebraska that since the settlement, the planting of trees and the cultivation of the soil, the rainfall has increased, and upon this is founded the prediction that within a brief period dry seasons will become unknown. Referring to this subject, Col. Elliot wrote to Prof. Henry a few years ago, as follows:

"Facts such as these seem to sustain the popular persuasion in Kansas, that a *climatic change* is taking place, prompted by the spread of settlements, westwardly, breaking up portions of the prairie soil, covering the earth with plants that shade the ground more than the short grasses; thus checking or modifying the reflection of heat from the earth's surface. This fact is also noted, that where the prairie soil is not disturbed, the short buffalo grass disappears as the 'frontier' extends westward, and its place is taken by grasses and other herbage of taller growth. That this change of the clothing of the plains, if sufficiently extensive, might have a modifying influence on the climate, I do not doubt; but whether the change has been already spread over a large enough area, and whether our apparently, or really wetter seasons may not be part of a cycle, are unsettled questions.

"The civil engineers of this railway believe that the rains and humidity of the plains have increased during the extension of railroads and telegraph across them. If this is the case, it may be that the mysterious electrical influence in which they seem to have so much faith, but do not profess to explain, has exercised a beneficial influence."

Weston's Guide to the Kansas Pacific, published in 1872, commenting upon the statements of Col. Elliott, gives the observations of another gentleman who had devoted much attention to the subject. He says: "It is certain that rains have increased; this increase has coincided with the increase of settlements, railroads and telegraphs. If influenced by these, the change of climate will go on; if by extra mundane influence, the change may be permanent, progressive or retrograde. He thinks there are good grounds to believe it will be progressive. Within the last fifteen years, in western Missouri and Iowa, and eastern Kansas and Nebraska, a very large aggregate of surface has been broken up, and holds more of the rain than formerly. During the same period modifying influences have been put in motion in Montana, Utah and Colorado. Very small areas of timbered land west of the Missouri have been cleared—not equal, perhaps, to the areas of forest, orchards and vineyards planted. Hence, it may be said that all the acts of man in this vast region have tended to produce conditions on the earth's surface to ameliorate the climate. With extended settlements on the Arkansas, Canada and Red rivers of the south, as well as on the river system of the Kaw Valley and on the Platte, the ameliorating conditions will be extended in like degree; and it partakes more of sober reason than wild fancy to suppose that a permanent and beneficial change of climate can be experienced. The appalling deterioration of large portions of the earth's surface, through the acts of man in destroying the forest, justifies the trust that the culture of taller herbage and trees, in a region heretofore covered mainly with short grasses, may have a converse effect. Indeed, in Central Kansas, nature seems almost to precede settlements by the latter grasses and herbage."

From the writings of Dr. Latham we glean the following additional facts:

"From the same authority (Surgeon General Lawson) the rainfall for the whole year east of the summit of the Snowy Range, is as follows:

"All the country west of Omaha, on the line of the Union Pacific Railroad, as far as Fort Kearney, is in this belt, where twenty-five inches of rain fall yearly.

"West of Fort Kearney, extending to the Sierra Madre, on this railroad line, including the Black Hills and Laramie Plains, is the belt where twenty inches fall annually, with the exception of a small portion of country in Texas called the Staked Plain. These two belts include all the trans-Missouri country west from the Missouri and Mississippi to the Snowy Range. This rainfall includes the snow reduced to water measure, twelve inches of snow making one inch of water. This water falls mostly in the spring in gentle rains, during the month of May, which is the rainy season of the country.

“ This month of May’s rain gives our grasses their growth, and by the first to the 15th of June they are fully matured. Our rains then come in short showers, and the fall for the summer is small. Our grasses begin to cure, and by the first of September they have become perfectly cured, uncut hay. This one fact alone is the key to the great superiority of this country for grazing.

“ Our grasses cure instead of decomposing, as there is neither the heat nor the moisture, both of which are necessary for the chemical process of decomposition.

“ As you leave the Missouri River you enter the belt of country where two feet of snow falls. This belt extends like the first belt of rain to Fort Kearney. West of that point to the mountain’s foot is the belt of eighteen inches. These two belts include all the country east of the mountains. The snow falls at a single storm are very light, three inches being exceptionally large, and this amount being dry and light, never lies on a level; in twenty-four hours from the time of fall the ground is bare.”

SOIL.

The soil of Kansas, Nebraska, Missouri and Iowa is composed of what geologists call the Drift, Loess and Alluvial deposits. The first is of comparatively limited extent, and is mostly found combined with the Loess in what is known as Modified Drift. In this form it is very fertile, and yields sixty bushels of corn to the acre. The second embraces all the upland soil, and the third the bottom lands. Of the upland soils, Prof. Samuel Aughey, of Nebraska, says:

“ As would be expected, from the elements which chemical analysis shows to be present in these deposits, it forms one of the best soils in the world. In fact, it can never be exhausted until every hill and valley of which it is composed are entirely worn away. Its drainage, which is the best possible, owing to the remarkably fine comminuted silica of which the bulk of the deposit consists. When the ground is cultivated the most copious rains soon percolate through the soil, which, in its lowest depths, retains it like a huge sponge. Even the unbroken prairie absorbs much of the heavy rains that fall. When drouths come the moisture comes up from below by capillary attraction. And when it is considered that the depth to the solid rock ranges generally from five to two hundred feet, it is seen how readily the needs of vegetation are supplied in the driest seasons. This is the main reason why over all the region where these deposits prevail the natural vegetation and the well-cultivated crops are rarely dried out or drowned out. I have frequently observed a few showers to fall in April, and then no more rain until June, when, as will be considered farther on, there is generally a rainy season of from two to four weeks’ continuance. After these June rains little more would fall till autumn; and yet, if there was deep and thorough cultivation, the crops of corn, cereals and grass would be most abundant. This condition represents the dry seasons. On the other hand, the extremely wet season only damage the crops over the low bottoms, subject to overflow. Owing to the silicious nature of the soils they never bake when plowed in a wet condition, and a day after heavy rains the plow can again be successfully and safely used.

“ For all purposes of architecture this soil, even to the most massive structures, is perfectly secure. I have never known a foundation of a large brick or stone building, if commenced below the winter frost line, to give way. Even when the first layers of brick and stone are laid on top of the ground there is seldom such unevenness of settling as to produce fractures in the walls. On no other deposits, except the solid rocks, are there such excellent roads. From twelve to twenty-four hours after the heaviest rains the roads are perfectly dry, and often appear, after being traveled a few days, like a vast floor formed from cement, and by the highest art of man. The drawback to this picture is that sometimes during a drought the air along the highways on windy days is filled

with dust. And yet the soil is very easily worked, yielding readily to the spade or the plow. Excavation is remarkably easy, and no pick or mattock is thought of for such purpose. It might be expected that such a soil readily yielded to atmospheric influences, but such is not the case. Wells in this deposit are frequently walled up only to a point above the water-line, and on the remainder the spade marks will be visible for years. Indeed, the traveler over Nebraska will often be surprised to find spade-marks and carved out names and dates years after they were first made, where ordinary soils would soon have fallen away to a gentle slope. This peculiarity of the soil has often been a God-send to poor emigrants. Such often cut out of the hill-side, a shelter for themselves and their stock. Many a time when caught out on the roads in a storm, far away from the towns, have I found shelter in a "dug-out" with an emigrant's family, where, cozy and warm, there was perfect comfort, with little expenditure of fuel on the coldest days. In summer such shelters are much cooler than frame or brick houses. I shall never forget one occasion in 1866 when, bewildered by a blinding snow-storm, I came to a "dug-out," and although all the chambers were carved out of the soil (Loess) they were perfectly dry. The walls were hidden and ornamented with *Harper's Weekly*, with the emanations of Nast's genius, made to occupy the conspicuous corners. My hostess, whose cultivated intellect and kindly nature made even this abode a charming resort, was a graduate of an eastern seminary. Her husband, after a failure in business in New York, came here to commence life anew on a homestead by stock-raising. To get a start with young stock, no money could be spared for a house. Eight years afterward I found the same family financially independent and living in a beautiful brick mansion, but I doubt whether they had any more substantial happiness than when they were looking for better days in the old temporary "dug-out." Thousands who are still coming into this land of promise are still doing the same thing. So firmly does the material of this deposit stand that after excavations are made in it, underground passages without number could be constructed without meeting any obstacles, and without requiring any protection from walls and timber."

Of the bottom lands—the alluvium—Prof. Aughey says:

"When now we bring into our estimate all the river bottoms, and the tributaries of these rivers, and reflect that all these valleys were formed in the same way, within comparatively modern geological times, the forces which water agencies brought into play almost appall the mind by their very immensity. So well are these bottom lands distributed that the emigrants can, in most of the counties of the State, choose between them and the uplands for their future home. In some of these new counties, like Fillmore, where bottom lands are far apart, there are many small, modern, dried-up lake-beds, whose soil is closely allied to that of the valleys. Not unfrequently is the choice made of portions of each, on the supposition that the bottom lands are best adapted for the growth of large crops of grasses. But all the years of experience in cultivating upland and bottoms in Nebraska leave the question of superiority of one over the other undecided. Both have their advocates. The seasons as well as the locations have much to do with the question. Some bottom lands are high and dry, while others are lower and contain so much alumina, that in wet seasons they are difficult to work. On such lands, too, a wet spring interferes with early planting and sowing. All the uplands, too, which have a Loess origin, seem to produce cultivated grass as luxuriantly as the richest bottoms, especially where there is deep cultivation on old breaking. Again, most of the bottom lands are so mingled with Loess materials, and their drainage is so good that the cereal grains and fruits are as productive on them as on the high lands. The bottom lands, are, however, the richest in organic matter."

On the same subject we have the following from the annual report of 1864

of Prof. Mudge, State geologist of Kansas. It applies equally to all the river bottoms from the Platte to the Red river:

"The alluvial deposits in Kansas are so similar to those of the older western States that no particular description becomes necessary. The river bottoms are usually broad and level, but well drained. The thickness varies from five to fifty feet. In various places in the valley of the Neosho, unaltered wood has been found at the latter depth in digging wells. The nature of this alluvium, or surface, is very rich in vegetable matter, and in many places furnishes a nourishing soil throughout its whole thickness. In some cases it is, in part, composed of modified drift. At the salt well in Brown county, a metamorphic boulder was found fifty-two feet below the surface. The humus, or vegetable mold, of the high prairie is from one to three feet in depth. It is the usual development of the prairie features, so common in the other western States. It is the same fine, black, rich loam which has become noted as the most fertile soil in the world."

J. B. Lyman, Esq., agricultural editor of the New York *Tribune*, after a tour of five thousand miles through the West, in 1871, read an article before the Farmers' Club at Cooper Institute, in which he made the following statements:

"The prairie is substantially unbroken and homogeneous in its character from the valley of the Wabash to Fort Kearney. It is by nature an immense grassy plain, sometimes quite flat, generally more or less rolling, and occasionally broken by bluffs and sharp acclivities, with a region not adapted to the plow. But I think four-fifths, and probably seven-eighths, of the Prairie States can be plowed with as little difficulty and with as ample returns as any part of the rich alluvial places of the East.

"Yet I speak advisedly and not without a full impression on my mind, of the exceeding attractiveness and fertility of land in southern Minnesota, when I say that the most attractive country that I saw is west of the Missouri River."

In 1868 Prof. Louis Agassiz visited Kansas. He declared that he never before had seen so good a soil as he had seen in Kansas and Missouri, and he declared its fruits to be equal to any he had ever tasted.

Edward Everett Hale, in a book on Kansas, quotes from another writer who says: "It is unrivaled for the fertility of its soil, the value of its timber and forest trees, the amenity and beauty of its broad prairies, the number of its crystal streams and the salubrity of its climate." Mr. Hale himself adds: "For nearly two hundred miles west from the Missouri, a rich vegetable soil, sufficiently wooded, is found throughout the whole of this valley (the Kaw). It is the region of which the eastern part has been principally occupied by the Shawnees, Delawares and Pottawatomies, whose indolent farming even produces them the most remarkable results. The soil produces wheat, corn and hemp in great abundance, and is to all appearances inexhaustible. Every variety of timber known in the western forests is found there in sufficient quantity to answer the purposes of settlers. * * * The general appearance of the country is that of vast rolling fields inclosed with colossal hedges."

In a book entitled, "Irish Immigration to the United States; What it Has Been and Is," written by Rev. Stephen Byrne, and published by the Catholic Publication Society of New York in 1873, occurs the following statements relative to Kansas:

"The soil is very productive throughout, mostly presenting a rolling surface, thus affording superior drainage. Every kind of fruit and grain can be grown; it is especially adapted to the growing of the grape. The rich, black soil is generally from two to six feet and more thick.

"The climate is very salubrious throughout; new sections of the country are visited by intermittent fever in the spring and fall, which disappears with the progress of the cultivation of the soil. Vast numbers of people who have been in feeble health in the more Eastern States, contend that they have been greatly

benefited by the climate. The summer heat is rendered less oppressive and excessive by a continual breeze, and the nights are very refreshing."

AGRICULTURE.

The foregoing facts concerning the climate, soil, and rainfall of the New West, leaves but little to be said concerning its agricultural resources, except to show what may be produced and what yields may be expected. But the smallest part of the agricultural land is yet in cultivation, and the aggregate yields, immense as they are, constitute but a moiety of what they will assuredly become.

No country could be better adapted to agriculture. The whole surface of the country, away from the timbered streams, is one vast rolling plain. All the agriculturist has to do, is to plow and plant it. It has been the usual experience of immigrants to Kansas and Nebraska, that their crops the first year paid for the first year's work, and it is not unusual that it is the only dependence of the immigrant for support, and the means with which to make a second. That it usually suffices for this purpose is the highest testimonial to the agricultural capabilities of the country.

In western Missouri and Kansas, winter wheat and corn are the great staples. In western Iowa and Nebraska, spring wheat and corn are the great staples. Besides these, rye, oats, barley, potatoes, sorghum, broom-corn, castor beans, flax, hemp, and all kinds of grasses, native and cultivated, flourish; and in southern Kansas and Texas, cotton and sweet potatoes are grown successfully.

The following statement of yields will be found interesting. It is the average of the States named, for nine years, from 1864 to 1872 inclusive:

	Kentucky	Ohio	Illinois	Missouri	Iowa	Nebraska	Kansas
Wheat.	8.8	11.4	12.0	13.1	13.2	13.6	15.7
Corn	28.9	34.4	30.9	31.3	36.7	34.7	34.6
Rye.	11.2	12.9	16.1	16.9	18.2	20.0	21.1

In Kansas winter wheat makes a better average yield than spring, and the average at least one-fourth higher than that above given, or about twenty bushels. Spring wheat succeeds best in Nebraska and Iowa, and in Nebraska has been known to make a yearly average of twenty-eight bushels.

The following table will show the average of some other crops in the four of the States named:

	Missouri.	Kansas.	Nebraska	Iowa.
Oats, bushels per acre.	33.0	42.1	41.3	37.3
Barley, bushels per acre.	23.1	30.6	30.2	26.5
Buckwheat, bushels per acre . . .	21.1	18.5	16.7	16.7
Potatoes, bushels per acre	115.0	149.0	140.0	122.0

The Centennial edition of the report of the Kansas State Board of Agriculture makes a comparison of the yield of corn and wheat for twelve consecutive years in Kansas and several other States—Massachusetts, New York, Pennsylvania, Ohio, Indiana, Illinois, and Missouri—in which it will be seen that the average for the seven States was: Of corn, 33 bushels; Kansas, 36.3. Of wheat, the average for the seven States was 13.4 bushels; of Kansas it was 15.8 bushels.

Western Missouri, Nebraska, and Iowa have about as large yields of corn as Kansas. Western Missouri yields about the same in fall wheat as Kansas. Iowa and Nebraska yield about the same average per acre of spring wheat. But of the aggregate yields of the country, we have no statistics later than the general census of 1870—the census of 1880 not being yet available. A careful computation from the census shows for that year, ending June, there was produced in this region 26,452,116 bushels of wheat; 631,353 bushels of rye, 89,236,854 bushels of corn; 24,367,214 bushels of oats, 1,429,946 bushels of barley, 1,846,138 tons of hay, 6,235,366 pounds of tobacco.

In live stock it produced: Of hogs 2,596,185; cattle other than exclusively grass-fed, 533,833, of grass-fed 2,061,343; exclusive of the Indian Territory where there are large herds, but from which there are no returns; of mules, 116,585; of sheep, 233,326; of horses, 885,833.

The value in soil products of the amount produced by these figures, at the current market rates paid at Kansas City, would amount to \$85,228,837. And the live stock, at a low average per head, are in value \$26,557,640.

Or, in the aggregate, this portion of the Union produced in 1870, from its soil alone, a wealth of more than one hundred and twenty-eight millions of dollars. In 1880 the production was many fold greater.

FRUIT GROWING.

The country is yet so new that its capacity for the production of fruit is but inadequately developed. The effort so far has been largely experimental, for the climate and soil, differing somewhat from the country already settled, produces different results with the same varieties. Some of those which succeed best in more eastern localities do not succeed well here, hence the country may be said to be just ascertaining what fruits will pay.

Of its natural adaptability for fruits there can be no question. In no country in the world is there a greater variety or abundance of wild fruits, and in no country do they present more vigorous growths or finer natural flavors. Of the natural adaptation of the country we quote from Prof. Aughey, of Nebraska. What he says of the natural adaptability of the country applies equally well to all parts as well as Nebraska, because it is all of the same character. Referring to the soil deposits he says:

“As would be expected, these deposits are also a paradise for the cultivated fruits of the temperate zones. They luxuriate in a soil like this, which has perfect natural drainage and is composed of such materials. No other region, except the valleys of the Nile and of the Rhine, can in these respects compare with the Loess deposits of Nebraska. The Loess of the Rhine supplies Europe with some of its finest wines and grapes. The success that has already attended the cultivation of the grape in southeastern Nebraska, at least, demonstrates that the State may likewise become remarkable in this respect. For the cultivation of the apple its superiority is demonstrated. Nebraska, although so young in years, has taken the premium over all the other States in the pomological fairs at Richmond and Boston. Of course there are obstacles here in the way of the pomologist as well as in other favored regions. But what is claimed is that the soil, as analysis and experience prove, is eminently adapted to grape and especially to apple-tree culture. The chief obstacle is particularly met with in the interior of the State, and results from the climate. In midsummer occasional hot, dry winds blow from the southwest. These winds, where the trunks of apple trees are exposed, blister and scald the bark on the south side, and frequently kill the trees. It is found, however, that when young trees are caused to throw out limbs near to the ground, they are completely protected, or if that has not been done, a shingle tacked on that side of the tree prevents all damage from that source. Many fruit-growers also claim that cottonwood and box-elder groves on

the south side of orchards is all that is necessary to protect them from these storms. I mention this here to put any new settler who may read this and who has not learned the experience of fruit-growers in this State, on his guard."

In addition to the fact above stated by Prof. Aughey, that Nebraska took the premium over all other States at the pomological fairs of Boston and Richmond, it needs only to be stated that Kansas took the premium over all other States at the fair of the National Pomological society, at Philadelphia, in 1869, at the fair of the American Pomological society, at Richmond, in 1871, and has taken highest premiums at the fairs of the Pennsylvania Horticultural society, at the St. Louis fair, at the State fairs of New York, New Hampshire, and at the New England fair at Lowell, Mass.

These facts sufficiently establish the character of Kansas and Nebraska as fruit growing States. In 1873 a collection of Missouri fruits from the western part of the State took the premium at the Kansas State Fair, which sufficiently testifies to the quality of Missouri as a fruit State. At this fair there was an extensive display of California fruits, intended for exhibition only, which brought the fruits of Kansas and Missouri into close position and critical comparison with those of the most famous fruit State in the Union. And they did not suffer either as to size, perfection, or flavor.

Although the fruit interest of these States is young and but little developed, displays of fruit have become a prominent feature, and a most attractive one at all their fairs. And it is the verdict of visitors from the east that better fruits are not grown anywhere in the United States. Kansas is the only State from which we have any late statistics of acreage in fruit. She had, in 1875, 100,489.97 in all fruits except grapes, and 3,004.44 acres in vineyard.

LIVE STOCK.

A country possessing such favorable conditions of climate and producing so abundantly of all that feeds animal life could not be otherwise than favorable for stock growing. It has been the experience of farmers and freighters that cattle and mules live and thrive on the native grasses of the western plains and maintain fair conditions of flesh although continually under the yoke or in the harness. In many parts of the country cattle are subsisted exclusively on grass the year round and are never provided with shelter, yet they thrive and fatten and are converted into beef without further feed.

Stock of all kinds is becoming a great interest with the farmers of Kansas and Nebraska, as it has already with those of Missouri and Iowa. Cattle, hogs and sheep are, however, taking the lead, as they do everywhere.

As to the adaptability of the country for hogs, little need be said, besides what has been said already relative to the climate and abundance of the yield of corn, which make that one of the most profitable as well as most easily handled kinds of stock. It has already become a prominent interest. However, there were in 1880 1,281,630 hogs in Kansas, and in Nebraska 767,702, and there are as many now.

CATTLE.

The production of cattle has become a very profitable branch of agriculture, and farmers prefer feeding their corn to shipping it. In 1880, there were in Kansas 748,672 head of cattle other than milch cows, and in Nebraska in 1880, 675,244. This does not include grass-fed cattle which are the chief stock resources of the country, but of these there are no statistics. They are mostly driven from Texas at the rate of from 175,000 to 400,000 head per annum, and fattened on the western plains, after which are sold at the Kansas City market. western Kansas and Nebraska, and Colorado, New Mexico and Texas, are well stocked with them, and the supply is exhaustless and annually increasing. In fact, there is no country in the world so well adapted to them as the western

plains. A few years ago Dr. Latham, of Omaha, collected much valuable information relative to the adaptability of the plains of western Nebraska and Colorado for stock growing. It is needless here to give any extended summary of the facts collected by him. He summarized them all in the following:

"In conclusion, to be brief, I think no one can deny nor doubt that the above testimony proves conclusively that we have 1,000,000,000 acres of pasture, where wool can be produced as cheap as in Buenos Ayres, where 1,000,000,000 sheep can graze summer and winter, where beef and mutton can be raised at so low a price that the poorest paid labor can have an abundance, and that we should be exporters of all classes of animal productions, instead of dependent importers. It does not need prophetic vision to see, within the next quarter of a century, a time equaled by Mr. Ward's and Mr. Major's experience, 20,000,000 of people west of the Missouri River, with more live stock than is in the States east of it, and our country providing the wool to run the spindles of the world. There is much more to be said in connection with this subject, such as descriptions of particular locations for stock, but I have treated of this subject at such length that I forbear. My excuse for such great length is the magnitude of this national subject."

SHEEP.

The production of sheep and wool has also become a great interest in Kansas and Nebraska, and it is rapidly increasing. In 1880, Kansas had 416,492 sheep, and Nebraska in 1880 had 194,159, and in Colorado, 782,649. Of the number in New Mexico we have no statistics, but the number is very great and annually increasing. In regard to sheep raising on the western plains, we quote again from Dr. H. Latham:

"All the country lying west of the Missouri and Mississippi Rivers is of that high, dry, rolling character which is so favorable for the growth of the healthiest sheep and most valuable fibers of wool.

"All of the trans-Missouri country, west of the ninety-eighth meridian, to the crest of the Snowy Range, has less than six weeks of rainy season, which is in the month of May, after the cold weather. Usually there is no rain fall from November till May. The snow is dry and round and does not adhere to the sheep. There is not an acre of all the billion acres of country that does not furnish summer and winter grazing for sheep. There is winter grazing enough in Colorado, Wyoming and Montana, to graze all the sheep in the United States. Australia and the Argentine Republic, the aggregate of whose wool product is 300,000,000 pounds, worth \$100,000,000.

"There is plenty of water for countless flocks in the network of streams that drain our mountain ranges of their snows.

"There is an entire absence of the marshy lands and wet soils so destructive to sheep in the form of "foot ail." The sheep in New Mexico, Colorado and Utah have not, after ten years in the two latter Territories and forty years experience in the former, developed any diseases. The universal testimony has been in all our Territories and States west of the Missouri River that there have been no diseases among the flocks, and that they have improved in the quality and quantity of the fleeces.

"The great fact of winter grazing will enable our flock-masters to make wool growing exceedingly remunerative. In many instances which came under my own observation here on the plains, flocks have yielded one hundred per cent annually upon the investment in them.

"In countries where either the natural resources or protection makes wool growing profitable, it makes most wonderful advancement. The industry of South America, South Africa and Australia does not date back more than a quarter of a century—and now they export 250,000,000 pounds.

"There are many remarkable instances of rapid increase in wool growing, but

there is nothing that shows how rapidly the product can be increased, and how wonderfully the demand increases, so much as the figures of England's importation thirty years ago—then seventy-four thousand bales were imported from Germany; ten thousand bales from Spain and Portugal; British colonies, eight thousand bales; other places, five thousand; total, ninety-eight thousand bales. In 1864 there were imported from Australia three hundred and two thousand bales; Cape of Good Hope, sixty-eight thousand bales; South America, ninety-nine thousand bales; and two hundred and nineteen thousand, three hundred and thirty-six bales from other sources—in all, six hundred and eighty-eight thousand, three hundred and thirty-six bales. Australia now supplies more than three times the whole amount of foreign wool consumed in England thirty years ago, and the production of South America exceeds the whole consumption then."

HOGS.

A country possessing such a climate as the New West is here shown to possess and producing such an abundance of corn cannot fail to be exceedingly prolific in the production of hogs. In fact, this is one of the leading interests of the corn-growing part of this country, as shown in the following table of the number taxed in the States named in 1880. We add in this table also, the number of cattle, horses and sheep in these States for the year 1880 and for the three preceding years, thus showing the increase from year to year:

	Horses.	Cattle.	Hogs.	Sheep.
Missouri	964,039	1,843,533	3,367,279	1,436,820
Iowa	673,055	1,528,109	2,213,226	301,752
Kansas	367,589	748,672	1,281,630	416,492
Nebraska	198,381	675,244	767,702	194,959
Colorado	69,274	541,563		782,649
Wyoming	10,602	269,626	456	171,810
Texas	966,760	3,552,192	1,599,686	2,546,582
Total 1880	3,249,700	9,158,940	9,329,979	5,951,074
Total 1879	2,104,337	7,396,890	7,383,013	3,356,093
Total 1878	1,782,028	6,353,742	6,832,566	3,083,831
Total 1877	1,935,176	6,127,702	4,826,610	3,589,034

TIMBER.

The timber resources of the New West are large notwithstanding it is a prairie country. The prairie part of the country is, of course, dependent upon other localities for its supplies, but in Missouri, Arkansas, southeastern Kansas and Indian Territory, there are large forests of black walnut, oak, hickory, ash and other valuable hard woods for manufacturing purposes, while in parts of Arkansas and Texas there are heavy forests of hard pine. The extension of railroads will soon make available such of these woods as are not available now.

MINERAL RESOURCES.

Of the mineral resources of the New West, probably less is known than of any of its other resources. The mines are yet in so undeveloped a state that no adequate idea of their extent can be attained. But enough is known to warrant

the assertion that no other similar area in the world has such a variety or such an extent of mineral wealth.

SALT.

There is salt enough in Kansas and Nebraska to supply the continent, and it is of exceptional purity. At the great salt wells at Lincoln, Nebraska, and at numerous places along the lines of the Kansas Pacific and Atchison, Topeka & Santa Fe Railroads in Kansas, the salt water flows to the surface, and crystallizes by solar evaporation into huge cakes, of exceptional strength and purity. This great interest is as yet wholly undeveloped, but at some future time salt from these localities will constitute a prominent feature of Kansas City's commerce.

COAL.

The coal resources of the New West are also immense. All southwest Missouri and southeastern Kansas are underlaid with a superior article of bituminous coal. About fifteen thousand car loads are annually moved along the line of the Missouri River, Fort Scott & Gulf road, most of which is sold in this city. The veins lie near the surface, which makes mining easy and cheap. The prevailing price in this city is not materially above that of other cities contiguous to coal mines, and the quality of our coal is very superior for fuel and steam purposes.

That obtained at Fort Scott will run a railway engine sixty-five miles to the ton, while forty-five is the highest of other soft coals obtained in the United States. All the western part of Missouri, south of the river, is underlaid with coal of the same veins, and hence of the same quality, and it extends westward in Kansas, to an ascertained distance of seventy-five miles, and may be found much farther west. In the mountain districts of the west it is abundant.

LEAD.

This mineral is found in great quantities in southwest and southern Missouri, and as far west and north as Pleasanton, Kansas. The principal mines at the present time are at Joplin, Missouri, and they have been developed within the past six years, though known for a much longer time. It is the best soft lead found on the American continent, and is, we believe, the only American lead of which the best quality of paints can be made, without an admixture of foreign lead. Of the extent of the product there are no statistics.

ZINC

Is also found at Joplin, Missouri, of exceptional purity and richness, and it is being successfully mined and smelted. The late Hon. Henry T. Blow, of St. Louis, affirms that it is from fifty-five to sixty-five per cent. oxide, or thirty-five to fifty per cent. pure metal.

IRON.

Missouri is already famous for the extent and richness of her mines. This reputation has been made principally by the ores found in the southeastern part of the State, but the same deposit extends to the western. In fact, all southern Missouri is underlaid with it, as with coal and lead, though outside of the mines at Pilot Knob and Iron Mountain, it is but little developed. It is found also in inexhaustible quantities in the mountains of Colorado and New Mexico.

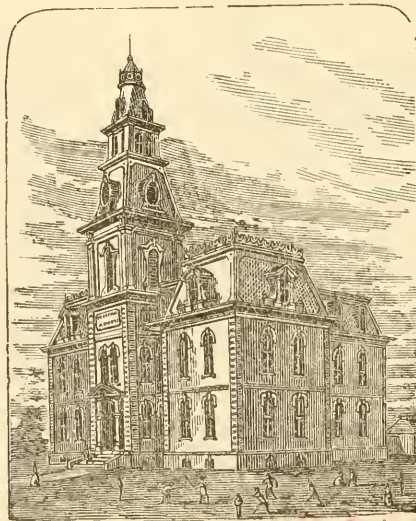
GOLD AND SILVER.

The gold and silver mines of Colorado and New Mexico have been famous for many years. Specie and bullion from New Mexico was a prominent article of traffic in the old days of the Santa Fe trade at Kansas City, though the mines were then but little developed and worked only by the indolent Mexicans. The extent and richness of these mines will not be ascertained for many years to

come. The whole Rocky Mountain country is full of gold and silver, as well as coal, iron and lead. Of the annual yield of most of these minerals the statistics are not available, but we here quote from a report for 1880, carefully compiled by John J. Valentine, Superintendent of Wells, Fargo & Co.'s Express, St. Louis, the total product of the precious metals of the western mines for, indeed, it will be seen that that and other sections connected commercially with Kansas City show the largest increase:

STATES AND TERRITORIES.	PRODUCT 1880
Colorado	\$21,284,989
California	18,276,166
Nevada	15,031,621
Oregon	1,059,641
Washington	105,164
Idaho	1,894,747
Montana	3,822,379
Utah	6,450,953
New Mexico	711,300
Dakota	4,123,081
Arizona	4,472,471
Mexico (West Coast)	2,090,557
British Columbia	844,867
	<hr/>
	\$80,167,936

Commenting on the product of the mines Mr. Valentine says: "Colorado shows an increase of \$6,871,474 over our report of last year—chiefly from Leadville district. California shows an increase in gold of \$579,579, and a decrease in silver of \$360,873. Nevada shows a total falling off of \$6,966,093, the yield from the Comstock being only \$5,312,592, as against \$8,830,562 in 1879, a decrease of \$3,517,970. The product of Eureka district is \$4,639,025, as against \$5,859,261 in 1879, a decrease of \$1,220,236. Utah shows an increase of \$982,074. Dakota shows an increase of \$914,094. Arizona shows a notable increase."



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